STATE OF IOWA

1923

Forty-Sixth Annual Report

OF THE BOARD OF

Railroad Commissioners

FOR THE

Year Ending December 1, 1923

FRED P. WOODRUFF, Chairman
DWIGHT LEWIS, Commissioner
CHARLES WEBSTER, Commissioner

GEO. L. McCAUGHAN, Secretary

Published by
THE STATE OF IOWA
Des Moines

LETTER OF TRANSMITTAL

To The Honorable N. E. KENDALL,
Governor of Iowa.

In accordance with the provisions of Chapter 275, Section 12, Acts of the 40th General Assembly, we herewith submit to you the Forty-Sixth Annual Report of this Commission, for the year ended December 1, 1923.

Respectfully submitted,

Fred P. Woodruff, Chairman.
Dwight Lewis, Commissioner.
Charles Webster, Commissioner.

December 1, 1923.

ROSTER

FRED P. WOODRUFF, Chairman.
DWIGHT LEWIS, Commissioner.
CHARLES WEBSTER, Commissioner.
GEO. L. McCAUGHAN, Secretary.

GENERAL OFFICE

LEE S. GREEN.....Chief Clerk
FRED W. FOSS.....Reporter
CECILE BOYD.....Stenographer
EVERETT ASHBY.....Stenographer
C. S. KEVE.....File Clerk

RATE DEPARTMENT

W. F. PARSONS.....Chief Clerk
B. C. DRURY.....Asst. Rate Clerk
P. J. O'LEARY.....Asst. Rate Clerk
C. A. HANSEN.....Asst. Rate Clerk
CYNTHIA TAYLOR.....File Clerk and Stenographer

ENGINEERING DEPARTMENT

HERMAN A. FRANKLIN.....Signal Engineer
LOYAL B. HIBBS.....Asst. Signal Engineer
GEORGE CHARLESWORTH.....Electrical Engineer
BEULAH KACHELHOFFER.....Stenographer

STATISTICAL DEPARTMENT

C. BAILIE ELLIS.....Statistician
J. H. GILLESPIE.....Asst. Statistician

COMMERCE COUNSEL'S DEPARTMENT

J. H. HENDERSON.....Commerce Counsel
WALTER CONDRAN.....Asst. Commerce Counsel
EDNA J. HENDERSON.....Clerk
ALICE STERZING.....Stenographer

MOTOR BUS DEPARTMENT

L. C. DONOHOE.....Chief Clerk
C. L. PRICE.....Inspector
DOROTHY RABY.....Stenographer

VALUATION DEPARTMENT

J. A. RALLS.....Valuation Counsel
JAMES E. EUBANK.....Land Appraiser
R. P. MCCLELLAND.....Land Appraiser
E. L. GARDNER.....Land Appraiser

Report of the Railroad Commissioners

For the period covered by this report there have been disposed of by the Commission, by formal order or otherwise, 210 complaints, distributed as follows: Involving Railroad Companies, 145; against Express Companies, 3. In addition to these, there were two applications for permission to condemn additional right of way by Railroad Companies, and 42 cases involving electric transmission lines. There were also 18 cases taken care of, by formal order, or otherwise, by the Motor Bus Department.

ORGANIZATION OF THE BOARD

On January 1, 1923, Dwight Lewis, of Polk County, and Charles Webster, of Fayette County, having been elected to succeed themselves, assumed the duties of their office.

On January 8, 1923, the Board organized and elected Fred P. Woodruff Chairman for the year 1923, and Geo. L. McCaughan was continued as Secretary of the Board for the year.

On January 8, 1923, the Board appointed Hon. J. H. Henderson, of Warren County, Iowa, as Commerce Counsel for the four year period commencing July 1, 1923, and the Secretary was directed to notify the Senate of the appointment.

COMPARATIVE EARNINGS AND OPERATING EXPENSES IN IOWA, INCLUDING MILEAGE AND EARNINGS PER MILE

Year Ended June 30	Mileage—Excluding Trackage Right	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1878	4,157.15	$ 20,714,496.07	$ 12,565,950.23	$ 8,148,545.84	$ 1,960.12
1879	4,936.04	21,340,709.44	12,904,420.92	8,436,288.52	1,925.88
1880	4,977.01	24,837,545.35	13,982,653.77	10,854,894.58	2,181.00
1881	5,425.98	28,452,181.91	16,788,404.39	11,663,777.52	2,149.63
1882	6,337.43	32,023,966.03	20,512,393.05	11,511,572.98	1,816.44
1883	7,014.95	34,433,354.77	22,827,450.50	11,605,904.27	1,654.45
1884	7,249.25	35,735,271.85	23,250,916.03	12,484,355.82	1,654.45
1885	7,478.43	36,123,587.45	23,093,581.04	13,030,006.41	1,742.34
1886	7,564.67	36,093,106.54	22,931,555.10	13,161,551.44	1,739.87
1887	7,997.50	37,529,730.62	24,152,990.71	13,376,739.91	1,672.50
1888	8,346.31	37,295,586.68	26,297,163.92	10,998,422.76	1,377.73
1889	8,346.00	37,138,399.75	25,286,309.30	11,852,090.45	1,420.19
1890	8,412.72	41,318,133.69	27,296,282.83	14,021,840.76	1,666.75
1891	8,413.16	43,102,399.35	28,639,292.77	14,463,106.58	1,719.15
1892	8,407.34	43,741,686.52	29,659,096.54	14,082,589.98	1,675.02
1893	8,401.76	45,003,680.51	32,622,594.43	12,381,086.09	1,474.81
1894	8,489.88	40,699,679.92	28,020,531.03	12,679,148.89	1,493.56
1895	8,486.36	35,835,919.47	24,726,072.45	11,109,838.02	1,309.25
1896	8,495.07	41,841,292.55	28,735,652.59	13,105,639.96	1,542.85
1897	8,478.63	38,269,503.04	25,336,714.38	12,932,788.66	1,513.54
1898	8,484.16	45,944,596.00	29,813,031.67	16,135,564.33	1,901.84
1899	8,514.51	48,466,158.44	31,476,771.68	16,986,386.76	1,994.64

COMPARATIVE EARNINGS AND OPERATING EXPENSES—Continued

Year Ended June 30	Mileage—Excluding Trackage Right	Earnings	Expenses	Net Earnings	Net Earnings of Road Per Mile
1900	9,171.49	52,074,571.77	35,409,424.92	16,655,146.79	1,815.04
1901	9,353.90	51,764,635.95	37,449,971.10	17,314,664.85	1,851.06
1902	9,485.22	59,170,526.34	39,876,480.47	19,294,045.87	2,034.12
1903	9,496.00	57,159,083.09	40,752,847.60	16,433,235.49	1,730.55
1904	9,803.52	57,602,095.10	42,604,060.85	14,998,034.25	1,529.86
1905	9,826.77	58,474,377.66	41,954,530.94	16,519,846.72	1,681.11
1906	8,827.28	65,856,083.40	46,710,090.54	19,145,992.95	1,948.24
1907	9,817.23	72,826,331.94	51,112,377.66	21,713,954.28	2,211.82
1908	9,823.34	67,748,279.53	49,491,027.91	18,257,251.62	1,857.61
1909	9,809.22	69,405,318.65	50,673,878.42	18,731,440.23	1,897.96
1910	9,781.65	74,890,965.34	59,081,554.54	15,809,410.80	1,616.23
1911	9,871.81	78,872,412.92	60,628,526.43	18,243,886.49	1,848.08
1912	9,901.86	76,295,881.43	59,791,778.66	16,504,102.77	1,666.76
1913	9,939.20	86,275,192.41	65,162,511.42	21,112,680.99	2,124.18
1914	10,018.92	88,537,613.50	66,338,471.51	22,199,141.93	2,215.92
1915	10,002.39	88,444,255.31	65,363,453.51	23,080,801.80	2,307.55
1916	9,994.34	92,250,858.89	68,363,170.42	23,887,688.47	2,390.12
1916—Dec. 31	9,942.75	98,288,402.67	70,904,673.45	27,383,729.22	2,754.14
1917—Dec. 31	9,871.78	103,192,601.66	81,637,015.19	21,555,586.47	2,183.56
1918—Dec. 31	9,841.17	117,851,156.00	113,651,157.29	4,199,998.80	426.77
1919—Dec. 31	9,842.05	134,719,330.84	127,963,671.90	6,755,658.94	686.41
1920—Dec. 31	9,841.99	157,537,018.20	167,325,291.87	*9,788,273.67	*994.44
1921—Dec. 31	9,841.97	148,509,282.24	138,621,111.96	9,888,170.28	1,004.69
1922—Dec. 31	9,835.69	143,921,716.22	125,184,598.44	18,737,117.78	1,905.01

*Operating deficit.

There is an apparent decrease in mileage of steam railways in Iowa, of main track owned, of 6.28 miles made up as follows:

Chicago, Milwaukee & St. Paul Railway shows a decrease of 4.37 miles in branches and spurs, Woodward to Phildia.

Minneapolis & St. Louis Railroad shows a decrease from Northwood to Albia, .05 mile, and decrease from Kalo Jct. to Kalo, Iowa, 1.33 miles. Total, 1.38 miles.

Muscatine, Burlington & Southern Railroad shows a decrease Gravel Pit Spur .53 mile.

TERMINAL COMPANIES—ALL IN IOWA

Year Ended June 30	Mileage—All Tracks	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding—Stocks	Amount Outstanding—Debt
1908	50.27	$503,062.16	$335,440.58	$167,621.58	$ 3,334.42	$2,800,050.00	$ 721,500.00
1909	58.98	457,946.93	292,909.63	165,037.30	2,798.19	2,866,150.00	671,000.00
1910	60.24	359,760.88	76,070.62	283,690.26	4,709.33	2,866,150.00	671,000.00
1911	46.90	328,843.91	107,847.09	220,996.82	4,712.09	1,040,500.00	671,000.00
1912	48.63	327,949.04	110,960.55	216,988.49	4,462.03	918,200.00	671,000.00
1913	49.67	348,005.14	106,837.89	241,167.25	4,855.39	918,200.00	671,000.00
1914	49.25	355,222.28	110,820.74	244,401.54	4,962.47	934,800.00	671,000.00
1915	51.32	362,678.66	111,857.23	250,821.43	4,887.40	949,300.00	671,000.00
1916	51.43	435,407.50	160,786.92	274,620.58	5,339.70	956,500.00	671,000.00
1916— Dec. 31	51.61	474,112.48	191,728.99	282,383.49	5,471.49	867,500.00	671,000.00
1917— Dec. 31	53.17	527,785.30	223,659.02	304,126.28	5,719.88	1,056,500.00	----------

TERMINAL COMPANIES—Continued

Year Ended June 30	Mileage—All Tracks	Gross Earnings	Operating Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding—Stocks	Amount Outstanding—Debt
1918— Dec. 31	55.23	515,342.42	304,047.94	211,294.48	3,825.72	1,432,000.00	----------
1919— Dec. 31	59.69	718,497.59	375,809.07	342,688.52	5,741.13	1,118,500.00	----------
1920— Dec. 31	61.88	891,439.19	470,353.11	421,086.08	6,804.88	1,118,500.00	----------
1921— Dec. 31	64.19	913,818.14	290,800.55	623,017.59	9,705.83	1,118,500.00	----------
1922— Dec. 31	64.68	493,904.42	212,694.02	281,210.40	4,347.72	1,250,500.00	450,086.65

The mileage of terminal companies shows an increase of .49 mile, which is accounted for as follows: Des Moines Terminal shows an increase of .3522 mile on account of new switch tracks constructed; Sioux City Terminal shows a decrease of .06 mile net on account of yard track abandoned. Des Moines Union shows an increase of .0711 mile net on account new industrial tracks constructed. Des Moines Western shows an increase of .126 mile net on account of industrial tracks constructed.

BRIDGE COMPANIES—ENTIRE LINE

Year Ended June 30	Mileage	Gross Earnings	Expenses	Net Earnings	Net Earnings Per Mile of Road	Amount Outstanding—stock	Amount Outstanding—debt
1908	26.26	$973,727.38	$122,458.61	$851,268.77	$ 32,416.93	$9,875,800.00	$ 1,274,462.49
1909	27.67	675,873.45	41,976.96	633,896.49	21,850.96	9,875,800.00	2,750,000.00
1910	27.70	638,415.39	19,006.92	619,319.47	22,359.19	9,875,800.00	2,750,000.00
1911	31.58	670,262.95	25,069.85	645,193.10	20,430.43	9,875,800.00	2,750,000.00
1912	32.38	497,446.45	18,447.12	478,999.33	14,793.06	9,875,800.00	1,000,000.00
1913	35.78	415,889.90	43,873.95	372,015.95	10,397.31	9,875,800.00	1,000,000.00
1914	36.28	567,785.64	30,581.07	537,204.57	14,807.18	9,875,800.00	1,000,000.00
1915	37.11	582,519.71	17,507.15	565,012.56	15,225.35	9,875,800.00	1,750,000.00
1916	37.38	543,438.31	20,953.20	522,485.11	13,977.06	9,875,800.00	1,750,000.00
1916— Dec. 31	37.33	520,575.61	20,491.96	500,083.65	13,396.29	9,875,800.00	1,750,000.00
1917— Dec. 31	38.04	502,257.71	22,769.05	479,488.66	12,604.85	9,875,800.00	1,709,003.97
1918— Dec. 31	39.91	635,292.93	21,288.42	614,004.51	15,384.73	9,875,800.00	1,688,301.61
1919— Dec. 31	43.19	750,871.94	25,528.00	725,343.94	16,794.25	9,875,800.00	1,713,184.84
1920— Dec. 31	43.27	434,370.78	34,867.67	399,503.11	9,232.79	9,875,800.00	1,712,604.06
1921— Dec. 31	36.40	351,176.86	39,551.98	311,624.88	8,561.12	7,945,800.00	1,730,793.80
1922— Dec. 31	36.50	337,960.66	43,802.85	294,157.81	8,059.11	7,945,800.00	1,762,947.95

The mileage of bridge companies shows net increase of .10 mile made up as follows: Increase of .12 mile in Sioux City Bridge Co. on account of spur track construction. Decrease of .02 mile in Omaha Bridge and Terminal, due to remeasurement.

ELECTRIC INTERURBAN COMPANIES—COMPARATIVE STATISTICS

Year Ended June 30	Mileage —Single Track	Gross Earnings From Operations	Operating Expenses	Net Earnings From Operation	Net Earnings Per Mile
1903	98.27	$ 228,444.55	$ 132,620.87	$ 95,823.68	$ 975.10
1904	102.41	342,559.44	217,320.41	125,239.03	1,222.91
1905	151.41	497,644.96	316,795.05	180,849.91	1,194.43
1906	183.30	629,576.31	394,486.54	235,089.77	1,282.54
1907	184.51	770,338.35	476,755.34	293,583.01	1,591.15
1908	245.18	942,780.60	601,746.11	341,034.49	1,390.95
1909	361.91	1,258,279.22	734,586.61	523,692.61	1,447.02
1910	373.92	1,450,136.37	951,893.73	498,242.64	1,332.48
1911	343.25	1,695,991.39	1,100,354.31	595,637.08	1,735.29
1912	342.74	1,823,191.65	1,272,340.09	550,851.56	1,607.19
1913	394.23	2,330,385.21	1,453,624.17	876,761.04	2,223.98
1914	427.73	2,682,102.34	1,722,072.17	960,030.17	2,244.48
1915	472.48	2,923,032.97	1,895,925.36	1,027,107.61	2,173.86
1916	483.31	3,120,004.10	1,967,476.15	1,152,527.95	2,384.66
1916—Dec. 31	491.10	3,563,520.20	2,134,591.58	1,428,928.62	2,909.65
1917—Dec. 31	510.69	4,096,597.00	2,707,527.32	1,389,069.68	2,746.34
1918—Dec. 31	512.13	5,408,175.00	4,102,622.31	1,305,552.69	2,549.26
1919—Dec. 31	515.96	5,243,538.50	4,347,826.98	895,711.52	1,736.01
1920—Dec. 31	514.51	6,794,885.42	4,943,737.98	1,851,147.44	3,597.88
1921—Dec. 31	512.26	5,336,216.64	4,245,053.76	1,091,162.88	2,130.09
1922—Dec. 31	522.82	5,129,540.38	3,771,274.08	1,358,266.30	2,597.96

ELECTRIC INTERURBAN COMPANIES—Continued

Year Ended June 30	Stock			Debt		
	Mileage	Amount Outstanding	Amount Per Mile	Mileage	Amount Outstanding	Amount Per Mile
1908	192.57	$ 6,709,200.00	$ 35,359.60	188.47	$ 3,912,000.00	$20,756.61
1909	370.85	13,785,319.32	37,172.22	364.45	9,934,700.00	27,259.43
1910	395.99	14,773,681.11	37,308.22	388.59	11,268,900.00	28,999.46
1911	389.84	14,995,987.40	38,467.03	386.54	12,112,900.00	31,336.73
1912	401.20	16,225,904.66	40,443.40	397.90	13,272,544.90	33,356.48
1913	462.87	18,437,328.00	39,832.63	423.02	16,215,900.00	38,333.65
1914	626.17	19,722,724.00	31,018.29	585.45	23,903,205.30	40,362.47
1915	469.68	13,334,762.67	28,391.17	442.55	18,810,000.00	42,508.67
1916	480.51	15,483,052.53	32,222.12	476.64	19,647,000.00	41,219.79
1916—Dec. 31	491.10	16,830,178.73	34,270.37	484.43	20,740,500.00	42,778.91
1917—Dec. 31	507.89	16,424,320.05	32,838.34	504.02	21,510,866.67	42,678.60
1918—Dec. 31	509.33	17,172,744.76	33,716.34	505.46	22,201,825.00	43,924.00
1919—Dec. 31	509.67	17,349,541.97	34,040.74	505.80	22,866,925.00	45,209.42
1920—Dec. 31	510.12	17,552,611.94	34,408.79	510.12	23,149,525.01	45,380.54
1921—Dec. 31	509.96	18,381,250.47	36,044.49	509.96	25,867,352.65	50,724.28
1922—Dec. 31	518.34	18,654,505.69	35,988.93	518.34	28,810,305.64	55,581.86

There is an increase in mileage of 8.38 miles of road owned, single track, of electric interurbans in 1922 as compared with 1921, made up as follows:

Decrease of 1.06 miles, Albia Light & Ry. Co., account track taken up and abandoned.

Increase of 9.61 miles, Clinton, Davenport and Muscatine, account city lines included.

Decrease of .16 miles, Iowa Railway & Light Co., account of remeasurements.

Decrease of .01 mile, Waterloo, Cedar Falls & Northern, account extensions and rearrangements.

Total decrease .....1.23 miles
Total increase .....9.61 miles
Net increase .....8.38 miles

The Board has decided many important cases the past year. A full report of those concerning intrastate matters is given herewith, and they need no further comment.

In addition to intrastate cases before the Board, many important interstate matters have been presented by the Board to the Interstate Commerce Commission, this Commission being very ably represented in these cases by Hon. J. H. Henderson, Commerce Counsel. Members of the Board have also appeared before the Interstate Commission at many hearings. One of the outstanding cases, and the one of probably the most importance to the shippers in Iowa, is the so-called hog minimum weight case, which will be found reported in detail in the section of this volume devoted to information concerning the cases handled by the Commerce Counsel for the year 1923.

MOTOR CARRIER LAW

Under the provisions of Chapter 97, Laws of the Fortieth General Assembly, this Board was given supervision of motor busses and trucks. This has thrown a vast amount of work upon the department, in which the Commission has been somewhat hampered, as the law has been difficult of interpretation. There being no penalty attached to the violation of the act, except revocation of certificate of authority to operate, unless any such violations may be classed as a misdemeanor, it has been difficult to enforce the law, especially as the appropriation for this work is so meager as not to permit of our employing the number of inspectors and other persons required to adequately supervise it. The Commission recommends amendments to clarify the law and make it more workable and enforceable, and that a change be made in the manner of taxing operators of motor busses which would obviate the vast amount of clerical work now required to take care of insignificant tax sums. An appropriation commensurate with the large tasks imposed upon the Board in connection with this department should be made. It is respectfully suggested that specific penalty be attached for the violation of

this law, as the statute, in its present form, leaves the Commission with its hands tied, insofar as the enforcement of the provisions thereof is concerned.

CLASSIFICATION, RATES AND RULES

In the past, it has been the custom of the Board to include in its annual report all Supplements to Iowa Classification, under the above caption, inasmuch as they are formal orders, and the Commission has always considered should be shown as such in the report. The Printing Board has requested that, as a matter of economy, this section of the report be eliminated. This is done with some reluctance, but inasmuch as it will result in a considerable saving, it is felt that the change is probably justified. The elimination of these Supplements will account for the seemingly decreased amount of work done in connection with Iowa intrastate rates.

VALUATION

The valuation of the railroads of the country, by the Bureau of Valuation, under the supervision of the Interstate Commerce Commission, is making rapid progress.

The Iowa Commission, under Legislative authority, is continuing the work of checking the valuation placed on the roads operating in this state, through its Valuation Department, and by cooperating with the other states, through the National Association of Railroad and Utilities Commissioners, special attention being given to land values. The only major case involving an Iowa road thus far submitted to the Interstate Commerce Commission is that of the Chicago, Rock Island & Pacific Railway Company. In this case the Iowa Commission took an active part and submitted many exhibits, through its expert witnesses, to show that the valuation placed on the property by the Bureau of Valuation, in its tentative valuation, was not only adequate, but generous, particularly with reference to land values, and that the claims of the carriers were excessive. No decision has, as yet, been reached by the Interstate Commerce Commission in this case.

At the present time the principal case pending, affecting this state, is that of the Great Northern Railway. While the mileage of that road in Iowa is not great, the principles involved materially affect all other cases to be tried, and this Board proposes to take an active part in the presentation of evidence on the part of the public.

MAPS

The Commission repeats the recommendations of last year with reference to this important subject. Seven hundred mail requests for maps have been received this year, asking for from one to as many as a dozen, and there is never a day but personal inquiry is made in the office for them.

GENERAL MISCELLANEOUS

There are in the files of this Board six hundred and ninety so-called general miscellaneous cases, which were informally and satisfactorily disposed of, bearing no identification number other than that peculiar to the filing system, and which cases are not reported in this volume.

Decisions and Rulings in General Cases

No. 8689—1918.

CITY OF OELWEIN, BY E. R. O'BRIEN, ATTY., OELWEIN, *Complainant*,

v.

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO., *Defendant*.

Plans Approved January 10, 1923.

PETITION FOR VIADUCT OVER RAILROAD TRACKS IN OELWEIN.

Plans approved. For decision see Page 7, 1918 Report.

It appearing, by resolution of the City of Oelwein, Iowa, that it had unanimously approved Plan No. 2 submitted to it by the Chicago, Rock Island and Pacific Railway Company, for a subway on Second Street, East, in the City of Oelwein, Iowa, and that said Plan No. 2 is submitted to the Board of Railroad Commissioners as the plan of the City of Oelwein for said viaduct, the Board of Railroad Commissioners hereby approve of said plans which are on file in the office of the Board.

No. 9941—1922.

CITY OF CRESTON, *Complainants*,

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, *Defendants*.

Decided January 8, 1923.

CROSSING—HIGHWAY—SEPARATION OF GRADES—PLANS FOR CONSTRUCTION OF SUBWAY, HERETOFORE ORDERED ON MAY 24, 1922, APPROVED.

Revised Plans submitted by City of Creston on Sept. 23, 1922, received in this office on Sept. 25, 1922, having met requirements of Board's Decision of May 24, 1922, (See Page 4, 1922 Report), the Board approves of said plans.

This case was formally determined May 24, 1922, the Commission holding for the necessity of the subway as provided for by ordinance of the City of Creston. The Board, however, did not approve of the plans as submitted, but stated in such order, "If they are changed to provide for eighteen (18) foot roadways, with a full clearance of twelve (12) feet, both at portals of subway, considering grade of approaches, and for the entire length of structure, that the two south tracks be properly relocated and not eliminated, leaving enough clearance between the tracks to permit of trainmen being on side of car, and that approaches to said subway shall not exceed 7.5%, then such plans may be submitted for approval without further hearing or showing."

On September 23, 1922, City Attorney Geo. A. Johnston, of Creston, Iowa, filed the following statement accompanied by the revised plans: "Comes now the City of Creston and presents herewith to the Board for its approval, its plans and specifications for the said subway which it has caused to be prepared to conform with the requirements of this Board, contained in its order entered in this cause in May, 1922. The City caused these plans to be prepared about August 12, 1922, and at that

time copies of the same were delivered to the Chicago, Burlington & Quincy Railroad Company with the request that they approve or refuse to approve the same at an early date; that since said plans were delivered to the said railroad company, the said City has received no communication whatever from the railroad company in regard to said plans. It therefore asks that the plans be approved by the Commission and that the said railroad company be ordered to construct said subway in accordance therewith."

On the date of the filing of these plans, the Commission wrote to Mr. W. D. Eaton, the attorney for the Chicago, Burlington & Quincy Railroad Company, asking whether that company had any objections to the plans. Mr. Eaton replied on October 7 that the matter was of such great importance that he felt he could not deal with it except after consideration with higher officials and that as yet he had been unable to have such conference. The Board wrote Mr. Eaton again on December 4, and on December 8, Mr. Eaton wrote that because of some changes that had been made in the personnel of the officers of the Chicago, Burlington & Quincy Railroad Company, he had been unable to make a statement earlier with reference to the position of the Railroad Company. He said, "Our engineers tell us that it will cost this Company upward of $15,000 to make the changes in our property which this subway as planned will necessitate should it be built. This is exclusive of damages which we may sustain as an abutting owner and also exclusive of the cost of constructing the subway itself. This amount must be taken care of by someone. It is not a charge which can be placed on our shoulders unless voluntarily assumed and we do not feel that we can fairly be asked to bear this charge in addition to the cost of the construction of the subway itself. It is an element of cost that properly and legally the city should stand. If they are ready to pay us this damage the same as they would any other citizen who was so damaged and will so express themselves, we will be glad to take the subject up with them and endeavor to work out some satisfactory solution. If they are not willing to do this, there seems to be nothing further that we can do about it, except to stand on our rights and decline to acquiesce in any plan that does not secure to us the payment of these damages which rightfully are ours."

In answer to our further inquiry, Mr. Eaton wired the Board, "Until Creston arranges to satisfy damages to which we are entitled which they have not yet done, I regret my inability to make promises respecting construction subway." With the question of damages, this Board has nothing to do. Our sole authority being to approve or disapprove of the plans as submitted.

The revised plans as submitted to this Commission by the City of Creston on September 23, 1922, the plans themselves being received on September 25, 1922, having met the requirements of the Board's decision of May 24, 1922, herein before set forth, the Commission hereby approves of said plans.

No. 10247—1923.

KAUTZ LUMBER COMPANY, ET AL., DAVENPORT, *Complainants*,

v.

CLINTON, DAVENPORT & MUSCATINE RAILWAY COMPANY, AND DAVENPORT, ROCK ISLAND & NORTHWESTERN RAILWAY COMPANY, *Defendants*.

Decided February 13, 1923.

TRACK CONNECTION—PETITION FOR, AT MOUND STREET, DAVENPORT.

Upon evidence submitted.

Held, Proposed track connection a desirable one, and necessary to afford complainants reasonable opportunities and facilities for switching or transferring of traffic in carloads.

Track should be installed, and shippers required to pay only the proper and legally established switching rates for this service.

Cost of construction and expense of maintaining such interchange track shall be borne solely by the C. D. & M. Ry. Co.

Ordered, Restoration of Bettendorf, Iowa, and Davenport, Iowa, switching districts, respectively, to the corporate city limits of Bettendorf, Iowa, and Davenport, Iowa, respectively, ordered, limited to Iowa Intrastate business.

Provision for application of usual or normal switching rates.

For the complainants—J. H. Henderson, Commerce Counsel; J. R. Lane, Atty., Davenport, Iowa.

For Bettendorf Oxygen-Hydrogen Co. and Traffic Bureau of Chamber of Commerce—Geo. M. Cummins, Davenport, Iowa.

For the C. D. & M. Ry. Co.—J. R. Lane, Atty., Davenport, Iowa; Clark G. Anderson, G. M., Davenport, Iowa.

For the D. R. I. & N. W. Ry. Co.—J. C. Pryor, Atty., C. B. & Q. R. R. Co., Burlington, Iowa; C. B. Rodgers, G. M., Davenport, Iowa; J. A. Connell, Atty., C. B. & Q. R. R. Co., Chicago, Ill.

The petition in this case was filed in this office by Hon. J. H. Henderson, Commerce Counsel, acting as attorney for the complainants herein. After some considerable correspondence, the issues having been completed, this petition was set down for hearing, at Davenport, Iowa, on November 22, 1921. At that time the premises were inspected by the Board, and later a representative of the Commission thoroughly examined the ground again. After the Board inspected the premises, on November 22, the case came on for hearing, and after hearing all of the petitioners' evidence, by request of Mr. Connell, Attorney for the D. R. I. & N. W. Ry. Co., who stated that he was not prepared to present his evidence at that time, due to having been ill, the hearing was adjourned, subject to agreement by counsel as to date for further hearing to be held at Des Moines.

Subsequent thereto, and on September 19, 1922, pursuant to the adjournment of former hearing, this case was fully heard and submitted, and written arguments were filed by both sides.

The complainants allege that they are engaged in manufacturing and other business requiring transportation, and that their industries are adjacent to or within the City of Davenport, Iowa, and in its industrial vicinity; that there are connecting tracks and switching tracks between the railroads entering Davenport; that the Muscatine branch of the Clinton, Davenport & Muscatine Railway terminates at Davenport, and does not have track connection with that part of said railway running

north from Davenport to Clinton, known as the Clinton Division; that there is switching between the Clinton Branch of said railway with the Chicago & North Western Railway, at Camanche and Clinton, Iowa, and with the Chicago, Burlington & Quincy Railroad, and the Chicago, Milwaukee & St. Paul Railway, and the Davenport, Rock Island & North Western Railway, at Bettendorf, Iowa; that the Bettendorf switching district is not coincident with, and constitutes no part of, the Davenport switching district; that carload freight moving between the Clinton Branch and the Muscatine Branch of the Clinton, Davenport & Muscatine Railway, and between the Clinton Branch of said Railway, and the Chicago, Rock Island & Pacific Railway, at Davenport, is subject to switching charges assessed by the Davenport, Rock Island & North Western Railway, which performs the terminal service at both Davenport and Bettendorf for and in behalf of the Chicago, Burlington & Quincy Railroad Company and the Chicago, Milwaukee & St. Paul Railway Company; that by reason of these conditions, and the situation thereby created, the business of complainants, and the communities which they serve, are placed at disadvantage, and suffer a prejudice which can easily be removed by connecting the tracks of the Clinton Branch of the Clinton, Davenport & Muscatine Railway with the tracks of the Davenport, Rock Island & North Western Railway within the City of Davenport, inasmuch as said Clinton Branch now enters the City of Davenport on land adjacent and contiguous to the right of way of the Davenport, Rock Island & North Western; that traffic moving through such track connection will then be subject to the ordinary industrial and intermediate switching charges applicable to the Davenport switching district, and complainants will be placed on a parity with shippers on other lines entering Davenport.

The defendant, Davenport, Rock Island & North Western Railway Company, refuses to make such connection; the Clinton, Davenport & Muscatine Railway desires and asks that the connection be made; the industries of the complainants located to the north of Davenport operate in large volume, or may be in large volume, when they can secure the connection; their commodities vary from agricultural products to manufactured products, and such commodities as lime, cement, stone, etc., which are needed, and for which there is great demand. The complainants are unable at present, to enter the territory—which is large and extensive—on the line of the Chicago, Rock Island & Pacific Railway, to the south and west of Davenport, and also upon the Muscatine Branch of the Clinton, Davenport & Muscatine Railway, and with their connections throughout Iowa.

The Traffic Bureau of the Davenport Chamber of Commerce intervened, joining in the allegations of the plaintiffs, and asking the same relief.

The defendant, the Davenport, Rock Island & North Western Railway Company, denies the necessity for the connecting track and alleges that facilities are afforded for transferring at Bettendorf. The defendant, the Clinton, Davenport & Muscatine Railway Company, urges the necessity for the connection.

The particular point at which the connecting track is asked is at Mound Street, in Davenport, where the topography is such that a connecting

track can easily be installed, and where there is sufficient ground therefor, and the Clinton, Davenport & Muscatine Railway Company, at the time of the hearing, agreed to pay all of the expense of making the said connecting track.

Upon consideration of all of the allegations of the parties, the proof adduced, and upon full consideration of the entire record, the Commission finds that the track connection is a desirable one, and that it is necessary to afford to these complainants reasonable opportunities and facilities for the switching or transferring of traffic in carloads. Such track connections should be installed, and shippers required to pay only the proper and legally established switching rates for this service.

It is, therefore, ordered that the respondents herein be, and they are hereby, required to construct and operate an interchange track for the exchange of carload business between respondents herein, and other carriers by rail in the City of Davenport, Iowa; that said interchange track should be located between the main lines of respondents, adjacent to the intersection of Mound Street and East River Street, in the City of Davenport, and in substantial conformity with plat filed in these proceedings and marked Anderson Exhibit "B," September 19, 1922.

It is further ordered that the cost of constructing and the expense of maintaining said interchange track shall be borne solely by the Clinton, Davenport & Muscatine Railway, respondent herein.

The relief sought by shippers under this order would be nullified should the attempt of the respondent carrier, the Davenport, Rock Island & North Western Railway Company, to change the switching limits of Bettendorf, Iowa, and Davenport, Iowa, respectively, during the pendency of this case, be allowed to stand.

No cause has been shown why the switching districts of Bettendorf, Iowa, and Davenport, Iowa, as shown in D. R. I. & N. W. G. F. D. No. 2551, I. C. C. No. 69, effective September 18th, 1920, should be changed as attempted in D. R. I. & N. W. G. F. D., No. 2557, I. C. C. No. 75, effective June 10, 1922.

It is ordered that the respondent, the Davenport, Rock Island & North Western Railway Company be, and it is hereby, required to provide, by proper tariff, to be filed with this Commission within ninety (90) days, for the restoration of the Bettendorf, Iowa, and Davenport, Iowa, switching districts, respectively, to the corporate city limits of Bettendorf, Iowa, and Davenport, Iowa, respectively, limited to Iowa intrastate business.

It is further ordered that the respondent, The Davenport, Rock Island & North Western Railway Company, be and it is hereby required to provide, by proper tariff to be filed with this Commission within ninety (90) days, for the application of the usual or normal switching rates applicable between carriers and between carriers and shippers in Davenport, Iowa, to Iowa intrastate business, moving between the respondents, Davenport, Rock Island & North Western Railway Company and the Clinton, Davenport & Muscatine Railway Company through the Mound Street connection, herein ordered.

No. 10248—1923.

PHILLIP HELD ESTATE, HINTON, *Complainants*,

v.

ILLINOIS CENTRAL RAILWAY COMPANY, AND GREAT NORTHERN RAILWAY COMPANY, *Defendants*.

Decided May 31, 1923.

CROSSING—PRIVATE—AT GRADE.

Upon evidence submitted,

Held, Existing crossing should be maintained for present; that new crossing, with wing fences and cattle guards should be built, complainant to notify defendants of exact location;

Ordered, If complainant wishes to proceed, it shall do all grading necessary, under supervision of defendants, to put crossing in passable condition, defendant companies within sixty days thereafter to plank the crossing, build cattle guards and wing fences, raise wires to required height, and furnish necessary culverts for right of way. Complainant shall arrange with the County to do grading in highway, and furnish necessary culverts.

Dictum, If new crossing established, complainant shall not ask for cattle guards and wing fences at present crossing.

For the complainants—W. C. Edson, Atty., Storm Lake, Ia.; G. E. Held, Hinton, Ia.

For the Illinois Central Railroad Company—R. W. Cowgill, Civil Engineer, Ft. Dodge, Ia.

For the Great Northern Railway—Guy Struble, Atty., Sioux City, Ia.; F. H. Livingston, Asst. Supt., Sioux City, Ia.; Theo. Mika, Divn. Roadmaster, Sioux City, Ia.

The plaintiffs' land extends for approximately two miles on either side of the defendant companies' railroads, running north and south, with the highway between. Running east and west, approximately two hundred yards south of the plaintiff's house is a county ditch, which extends under the railroad tracks and empties into the river on the east, dividing the plaintiffs' land. Directly south of the ditch is located a farm crossing, running from the highway, over both railroad tracks, to the plaintiff's land on the east. The plaintiffs at first petitioned for a crossing to be located immediately north of the ditch, being on the opposite side of the present crossing, but at the hearing amended their petition and asked for a crossing approximately 500 feet farther north, with wing fences and cattle guards, and located opposite the roadway leading from the farm buildings. The plaintiffs claim great inconvenience in using the present crossing, on account of the location, and earnestly desire one as indicated above. They wish, also, to retain the present crossing, largely on account of its serving neighbors living east of this piece of land and west of the river. The defendant companies object to another crossing, claiming the present one is sufficient and that another would be not only an additional hazard, but the expense of grading and raising the telegraph wires would be unreasonable.

There is no question but that the plaintiffs are entitled to one crossing with cattle guards and wing fences. They are also entitled to have their crossing located where it is most convenient for them. In this case, however, the present crossing was located at the time of the building of the railroad, in 1870, and has been used continuously ever since. Plaintiffs

claim that conditions have arisen since then which make it desirable that another crossing be established; viz., the digging of the drainage ditch aforementioned. The defendant companies claim that that should not be taken into consideration, as the plaintiffs were remunerated at the time for the digging of the ditch. The plaintiffs are maintaining a temporary bridge across the ditch which, they claim, is liable to be carried off by the floods which occasionally overflow the land, making it impossible to get from one piece of land to the other without much trouble and inconvenience. They also claim that a crossing opposite the farm buildings would be much more convenient and would save them extra hauling of corn, fodder, grain, and the driving of cattle along the highway, which is a very busy one.

It would seem that it is rather unreasonable to ask the defendants to provide an additional crossing so near the present location; but, on the other hand, it is approximately a mile and a half to the next crossing, and if the plaintiffs are entitled to another, it should be located at such point as they desire. It would seem that the present crossing might eventually be eliminated, but at present they claim it is indispensable, and that there would be no more traffic with two crossings than with one.

It is the opinion of the Board that the existing crossing should be maintained for the present, and that a new crossing, with wing fences and cattle guards, should be built.

The proposed crossing opposite the house will require a great deal more grading than the one at the location first suggested, but would undoubtedly be much more convenient for the plaintiffs.

The Board, therefore, orders that if the plaintiffs wish to proceed, they shall notify the defendant companies of the exact location they desire. The plaintiffs shall do all the grading necessary, under the supervision of the defendant companies, to put the crossing in a passable condition. The defendant companies shall, within sixty days after the grading is completed, build cattle guards, wing fences, plank the crossing, and raise the wires to the required height, furnishing the necessary culverts for the right of way. The plaintiffs, of course, shall arrange with the county to do the grading in the highway and furnish the necessary culverts. It is understood that if the plaintiffs elect to establish this crossing, they shall not ask for cattle guards and wing fences at the present location.

No. 10249—1923.

CHICAGO GREAT WESTERN RAILROAD COMPANY, *Complainants*,

v.

BOARD OF SUPERVISORS OF CARROLL COUNTY, IOWA, *Defendants*.

Decided March 15, 1923.

CROSSING—HIGHWAY—UNDERGRADE—MAPLE RIVER TOWNSHIP, CARROLL COUNTY.

Upon inspection of crossing, and evidence submitted,

Held, Irrespective of criminal court proceedings in this case, the Board must proceed under the provisions of Section 2017, Supplemental Supplement to the Code; no testimony offered indicating the necessity at this

time for a roadway exceeding eighteen feet; company justified, for the present, in maintaining, at its own expense, bridge as now constructed, providing for an eighteen foot roadway.

For the complainants—Carr, Cox, Evans & Riley, by Clifford V. Cox, Atty., Des Moines, Iowa.

For the defendants—W. I. Saul, County Atty., Carroll, Iowa.

On June 3d, 1922, the Chicago Great Western Railroad Company, by its attorneys, Messrs. Carr, Cox, Evans & Riley, filed a petition in this office as follows:

"Comes now the Chicago Great Western Railroad Company and shows to this Honorable Board that a controversy has arisen between the Board of Supervisors of Carroll County, Iowa, and the Chicago Great Western Railroad Company as to whether or not the bridge located on the right of way of the Chicago Great Western Railroad Company where same crosses the public highway between Sections 29 and 30, in Township 84, North of Range 35, West of the Fifth P. M., Iowa, about 4 miles West of Carroll, Iowa, same being Chicago Great Western Railroad bridge No. D 126, shall be reconstructed and changed and as to the manner in which same shall be maintained. Said Railroad Company denies that any change is necessary.

"Wherefore, this petitioner prays that your honorable body make an order setting this application for hearing and prescribing the notice to be given thereof; that upon such hearing an order be made designating whether or not any changes in said bridge shall be made, or said bridge reconstructed, and if so, the manner thereof, and the manner in which same shall be maintained. In the event said order provides for any change or reconstruction of said bridge, your petitioner further prays that said order also provide for a proper division of the expense thereof, and for such other and further relief as may be just and equitable in the premises."

Copy of the foregoing was sent to the County authorities, and County Attorney Saul, of Carroll County, replied, saying, among other things, that:

"The Chicago Great Western Railroad are maintaining two overhead crossings, in this county, of which this subject is one, which are entirely unsuited for public travel. The Grand Jury at the October, 1921, term returned an indictment against the Railroad company charging them with obstructing the public highway. This matter has been continued from term to term at the Railroad company's request in the expectation that a settlement could be arrived at whereby these crossings should be rebuilt to the satisfaction of the Board of Supervisors, and the criminal action dismissed.

"The Board of Supervisors insist that the Railroad Company put in an overhead crossing in each of these places, so that there will be a twenty-four foot clear opening for road way and drainage ditches beneath. The Railroad company is willing to put in a crossing that will have an eighteen foot opening for road way and drainage ditches beneath. This the Board considers insufficient whereupon the Railroad company threatened to have the matter determined by the Railroad Commissioners and to also have a portion of the cost assessed to the county.

"Our contention is that the criminal court is the highest court in the state, and that the criminal court having taken jurisdiction of the matter of these crossings, cannot be interfered with by any lesser court or commission. Therefore, as this company has been under indictment for maintaining these crossings since last October, the Board of Railway Commissioners should not have any hearing regarding this matter until our criminal court surrenders this jurisdiction or finally disposes of this matter."

This Board, under Section 2017 of the Supplemental Supplement to the Code of Iowa, is charged with the duty of determining the necessity for highway crossings over railroads, location thereof, whether the same shall be at grade, or otherwise, "the manner in which the same shall be constructed, maintained or changed, division of expense thereof; and generally to make such orders in respect thereto as are equitable and just," whenever it is officially advised by any citizen, or board of supervisors, of the county where such crossing is located, or sought to be located, or by the township trustees, or by the railroad company, that the railroad company and the county authorities cannot agree.

Upon the theory that, regardless of any criminal court action, this Board must proceed to hearing upon the presentation of a case of this kind, date for hearing in this petition was fixed, and all parties notified.

On September 26, 1922, the Board made inspection of the present situation, and heard testimony offered by both the county and railroad company.

There is, at the present time, a bridge carrying the railroad tracks over the highway, with an eighteen foot roadway. And it appears, from the records of Carroll County, that on March 11, 1902, the railroad company asked for a change in the location of this highway, so that it might be carried under the tracks of the railroad company, said company agreeing to maintain a roadway of eighteen feet. On June 28, 1902, the road was established, as asked for, and on July 28, 1902, the road petition of the railroad was granted, on condition that the petitioner pay all costs. The present structure is the result of the action of the Board of supervisors.

There was no testimony offered indicating a necessity at this time for a roadway exceeding eighteen feet; the view is practically unobstructed, in approaching this crossing from either direction, and it is our opinion that the railway company is justified, for the present, in maintaining, at its own expense, the bridge as now constructed, providing for an eighteen foot roadway.

No. 10250—1923.

BOARD OF SUPERVISORS OF WINNESHIEK COUNTY, DECORAH, BY IOWA STATE HIGHWAY COMMISSION, AMES, IOWA, *Complainants.*

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Defendant.*

Decided January 15, 1923.

CROSSING—UNDERGRADE—LINCOLN TOWNSHIP—WINNESHIEK COUNTY.

Upon inspection of premises, and evidence submitted,

Held, Crossing in question being on a primary road, it is necessary at this time; defendant required to build actual structure, at its own expense, in accordance with the plans and specifications heretofore filed; county of Winneshiek to bear that part of expense having to do with approaches to the crossing, drainage, fencing, grading and other incidental work, other than the actual construction of the underground crossing.

Ordered, Work shall be completed on or before June 1, 1923.

For the petitioners—Walter Condran, Asst. Commerce Counsel.

For the Iowa State Highway Commission—J. H. Ames, Bridge Engineer, Ames, Iowa.

For the C. M. & St. P. Ry. Co.—C. L. Taylor, Atty., Des Moines, Iowa.

This petition was filed in the office of the Board on July 11, 1922, under the provisions of Section 2017, Supplemental Supplement to the Code of Iowa, 1915. After considerable correspondence, it appearing that the controversy could not be settled without a formal hearing and order, the case was finally set down for hearing, at Ridgeway, Iowa, on October 10, 1922, at which time the premises were inspected, full hearing had, and the case submitted. Subsequent thereto arguments were filed by both sides, and the issues are now complete.

The Commission realizes fully the importance of not imposing upon the carriers at this time any unnecessary burdens. There are many antiquated depots and dangerous crossings which must be gradually eliminated, and other projects requiring large expenditures of money are awaiting action.

The crossing in question is on a primary road, carrying a large volume of traffic, and is situated as follows:

> In Section 10, Township 98 North, Range 10, W. 5th P. M., Lincoln Township, Winneshiek County, Iowa, on Primary Roads Nos. 9 and 20, about two and one-half miles northwest of Ridgeway, Iowa.

The Commission feels that this underground crossing is necessary at this time, and that the defendant railway company should be required to build, at its own expense, the actual structure, in accordance with the plans and specifications heretofore filed, and that the county of Winneshiek should bear that part of the expense having to do with the approaches to the crossing, drainage, fencing, grading and other incidental work other than the actual construction of the underground crossing, the work to be completed on or before June 1, 1923, and it is so ordered.

No. 10251—1923.

BOARD OF SUPERVISORS OF WINNESHIEK COUNTY, DECORAH, BY IOWA STATE HIGHWAY COMMISSION, AMES, *Complainants,*

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Defendant.*

Decided January 15, 1923.

CROSSING—UNDERGRADE—NEAR RIDGEWAY, WINNESHIEK COUNTY.

Upon inspection of premises, and evidence submitted,

Held, Crossing, being located on primary highway, takes precedence over other work; underground crossing necessary; railway company required to build actual structure, in accordance with plans and specifications heretofore filed, at its own expense; Winneshiek County to bear that part of the expense having to do with grading, approaches, drainage, fencing and other incidental work than the actual construction of the crossing.

Ordered, Work shall be completed on or before June 1, 1923.

For the petitioners—Walter Condran, Asst. Commerce Counsel.

For the Iowa State Highway Commission—J. H. Ames, Bridge Engineer, Ames, Iowa.

For the C. M. & St. P. Ry. Co.—C. L. Taylor, Atty., Des Moines, Iowa.

On July 11, 1922, the petitioners in this case filed in this office, under the provisions of Section 2017, Supplemental Supplement to the Code of Iowa, 1915, a petition requesting this Board to determine the necessity for an underground crossing under the right of way of the respondent railway company, the location of the crossing being described as follows:

> Between Sections 24 and 25, Township 98 North, Range 10, West 5th P. M., Lincoln Township, Winneshiek County, on primary roads Nos. 9 and 20, about one mile southeast of the Town of Ridgeway.

Hearing was held in this application, and inspection made, on October 10, 1922, and the case submitted. Arguments were also filed after the hearing.

We are not unmindful of the fact that the carriers at this time are not in financial condition to assume any unnecessary expenditures; that many depots are in need of repairs, and some new station buildings necessary; that there are innumerable dangerous crossings to be eliminated, and countless other contingencies arising which call for the expenditure of vast sums of money. However, we do feel that inasmuch as this crossing is located on a primary highway, carrying a large volume of traffic, that this work takes precedence over any other, and it is of paramount importance that it be taken care of.

Therefore, the Commission feels that this underground crossing is necessary at this time, and that the defendant railway company should be required to build the actual structure, in accordance with the plans and specifications heretofore filed, at its own expense; and that Winneshiek County should bear that part of the expense having to do with grading, approaches, drainage, fencing and other incidental work other than the actual construction of the underground crossing, the work to be completed on or before June 1, 1923, and it is so ordered.

No. 10252—1923.

B. H. GISH, BLAIRSBURG, BY J. H. HENDERSON, COMMERCE COUNSEL, *Complainant.*

v.

ILLINOIS CENTRAL RAILROAD COMPANY AND DUBUQUE & SIOUX CITY RAILROAD COMPANY, *Defendants.*

Decided March 7, 1923.

PRIVATE CROSSING—UNDERGRADE.

Upon inspection of premises, and evidence submitted,

Held, Subway with 12 foot clearance not feasible; six foot stock pass would only eliminate part of trouble; grade crossings the rule in this state; blocking of crossing by cars should not be allowed; if permitted, complainant should petition Board for rehearing; approaches to crossing should be reduced to at least 6% grade;

Ordered, defendant companies should excavate the "hump" on complainant's land on the south, bringing it to an easy grade; should bring the approach on the north to at least a 6% grade, covering it with cinders to make it easily passable; with complainant's approval, grades shall be modified, work to be completed on or before May 1, 1923.

For the complainant—J. H. Henderson, Commerce Counsel.

For the defendants—F. H. Helsell, Atty., Fort Dodge, Iowa.

On October 6, 1922, the petitioner in this case, Mr. B. H. Gish, of Blairsburg, Iowa, filed in this office, by Hon. J. H. Henderson, Commerce Counsel, petition for a private undergrade crossing under the right of way and tracks of the Illinois Central Railroad Company, where the same crosses his farm, described as the Northwest Quarter (NW¼) of Section 35, Township 89 North, Range 24, West of the 5th P. M., Hamilton County, Iowa; the petition stating that the title to the right of way is in the Dubuque & Sioux City Railroad Company, but that the Illinois Central Railroad Company, being the company which operates the said road, is also made a party to the proceeding.

The petitioner alleges: That the said right of way runs across his land slightly diagonal to the south from the east line of the said 160 acre tract, and divides the land so that about 100 acres lies north of said railroad right of way and about 53 acres on the south, and that the remaining 7 acres is the amount of land taken and held by the railroad company as its right of way; that the southeast quarter of said quarter section is located within the incorporated limits of the town of Blairsburg; that prior to 1912 there was but one track, which was the main track of the railroad company, that entered upon this land; but about that year the railroad company increased their facilities at Blairsburg and put in a passing track on the north side of the main track; that there is no adequate crossing; that the track separates the land of the complainant so that it is necessary, in getting from one side or part of the farm to the other, for him to cross the right of way, and that there are no public highways which he can use for this purpose; that the grade crossing which he has, with the use of gates, is not sufficient; that the present grade crossing is over quite a high grade; that this crossing is substantially in the place where the complainant desires a crossing sufficient for the passage of stock and driving through with wagon and

team, in the management of his farm; that since the building of the passing track the difficulty is largely increased, and that, as it is, he cannot haul a load of farm products in either direction over the crossing without great difficulty; that in addition to the two tracks which are on the land, just off of the east side there is an additional switch track towards the depot at Blairsburg, and that it is impossible to use this switch, either in transferring or switching cars from the sidetrack to the main track, or from the main track to this sidetrack, without crossing over the line and going down over the main line of the railroad company over and across the farm of the complainant and across the location of the grade crossing, all of which renders it very dangerous and very inconvenient; so that the complainant is unable to properly use his farm and protect his stock in passing backwards and forwards over this grade crossing.

The complainant alleges further: That the condition of the ground is such that a subway or underground crossing can be built which will connect the land owned by him, and permit his stock to pass at will from one side to the other, which will be a great convenience—if not a necessity—to the complainant, and would also be a substantial benefit to the railroad company in the operation of its trains, and will avoid the danger and delays of the switching, and those incident to the passage of the regularly scheduled trains, and the consequent losses to the respondent railway company in the operation of its trains. That it is not only feasible to build and maintain the subway, but it is necessary to provide it, as the statute contemplates a safe and adequate crossing of the right of way and tracks for this complainant.

In answering, the respondent railroad company states, in substance, as follows:

That they have heretofore constructed and maintained, at their cost, a private grade crossing for the petitioner, located within three or four hundred feet of the proposed subway crossing; that said private crossing is properly protected by gates, and is well graded within the limits of defendant's right of way; that the approach to the said crossing from the south, both on and off the waylands, is at an easy grade and entirely unobjectionable; that the approach on the north side of said crossing is on an easy grade across the passing track, and then descends, at a rather steep grade, to the wayland line; that defendants, through their division officers, have offered, at their own expense, to cut down this grade and make it uniform from the passing track to the wayland line, or to grade it higher and carry the grade out on the Gish land. That the complainant refuses to make an approach on this land, or to permit it to be done, and has refused, and does refuse, to permit even the gate of the right of way fence to swing on this land; that they, the defendants, are willing, and offer, to make any reasonable changes, which, in the judgment of the Board of Railroad Commissioners, may be necessary or advisable; that a subway crossing, as petitioned for by the complainant, is wholly unnecessary, unreasonable, and impracticable; that the expense incident thereto is out of all proportion to any possible benefits to be derived; that the proposed crossing is located on such a district of the Illinois

Central Railroad as is a permanent bridge district, and that the construction of such an underground or subway crossing would require the installation of a 12x12 foot concrete box opening, the estimated cost of which is $22,390.00; that because of the elevation and drainage conditions, it would be necessary to raise the tracks at this point 5.4 feet in order that the crossing might be constructed so it could be drained; that the nearest and only available outlet for drainage purposes is towards a catch-basin north and east 1850 feet, furnishing an outlet into Farley Drainage District No. 7; that drainage into such outlet is not only impractical, but impossible, because the elevation of such outlet, where it is thought drainage could be had, is 89.86 feet, as compared with the elevation of 87.3 feet at the floor of the proposed subway, said drainage outlet being 2.56 feet higher than the floor of the proposed pass; that should the subway be constructed without drainage outlet, it would produce a catch-basin, or depression, on defendants' waylands, into which water would drain and stand during the rainy seasons of the year, and that such catch-basin, and the accumulation of surface water therein, would soften defendants' tracks and greatly increase the cost of maintenance, and would endanger the safe movement of persons and property on defendants' rails. That while the present grade crossing is, as alleged in complainant's petition, within the corporate limits of the city of Blairsburg, there are no street, alley or other crossings, at or near complainant's private grade crossing; that the passing track which parallels defendants' main line at the present grade crossing is seldom, if ever, filled with cars, and is used in the movement of trains, and not as a storage track, and that there are few, if any, times when there are any cars at or near complainant's private grade crossing; and that said private grade crossing is reasonably safe and convenient.

After some correspondence, this petition was set down for hearing, and, after viewing the premises, full hearing was held, and the case submitted, with the understanding that before the Board would make final decision in the matter the railroad company was to furnish an estimate of the cost of an undergrade crossing 4x6 feet in size.

Testimony on the part of the complainant brought out the fact that he suffers great inconvenience and delay by reason of switching over this crossing, and by reason of freight cars left standing on the passing track; that this crossing has been blocked, at times, for as long a period as fourteen hours, thereby making it impossible for the defendant to use the crossing, and that requests made by the complainant to the train crew for the cutting of the cars, to enable him to get through, were entirely ignored, except in a very few instances; that the petitioner keeps his milk cows in the pasture during the pasture season, and the cows must be driven backward and forward over this crossing twice a day, usually requiring two people to handle them, in opening and closing the gates and keeping the cows from running onto the right of way in either direction; that at other times he has to drive young steers over this crossing, and that they are usually wild and pay no attention whatever to the cattle guards, on the east, and escape, and frequently run a half mile or a mile up or down the track, not only endangering their own lives, but also the lives of the attendants and the lives of passengers and property on

the trains of the defendants; that it is utterly out of the question to drive hogs across this crossing; that also during the fall and winter season he hauls manure over this crossing, and that with the crossing in such condition as it is, it is dangerous to haul loads across it, on account of the ground at this point being considerably higher at the south than the tracks, thereby making the approach from the north very abrupt—at approximately a 10% grade—and the testimony showed that it was in such bad condition that it was impossible to haul heavy loads over it; and in crossing from the south, going north, it is very inconvenient, as the decline is so steep that it is hard for a team to hold a heavy load back while the driver is opening the gates. The complainant cited one instance wherein he was nearly seriously injured by the heavily loaded wagon sliding around and striking a post, due to the steep decline, and probably the slippery condition of the approach.

The complainant asks for an underground crossing 400 feet west of the present crossing. At this point the track is about six feet above the surface of the ground, and the engineer of the railroad company testified that it would necessitate the raising of the railroad tracks 5.4 feet, at a total expense of $22,390.00, and then the drainage would be insufficient, as stated in their answer, set out heretofore. This matter of lack of drainage, however, was disputed by the plaintiff.

Upon request, the defendants later filed with this Board an estimate of the cost of a 4x6 foot undergrade crossing, which was $8,220.00.

It is the opinion of the Board that a subway with a 12 feet clearance is not feasible at this location, on account of the difficulty in drainage and excessive expense. This is also emphasized by the fact that such a construction would require the putting of a "hump" in the track, which would make it more difficult to operate trains. A six foot passageway for hogs, cattle and horses might be constructed, but it would only eliminate part of the trouble, and would necessitate the maintenance of the present crossing, and, in the opinion of the Board, it is not advisable to provide such a stock pass and at the same time maintain the present crossing.

In the case of Schrimper v. C. M. & St. P. Ry. Co., 115 Ia., 35, the Supreme Court of this state said: "Grade crossings are the rule in this state, and an under-crossing will not be ordered save in exceptional cases."

The plaintiff is entitled to a good and adequate farm crossing. The present crossing is not adequate, in that on many occasions the crossing is blocked by switching, and also by cars standing on it, oftentimes for hours at a time, thus preventing traffic over it. This blocking should not be allowed, inasmuch as the plaintiff has no other means of driving his cattle and other stock back and forth, or hauling loads from one field to another, and to block the crossing causes him great inconvenience and loss of time. The crossing should be kept clear at all times, and when trains are switching there, if the cars block the crossing for any length of time, the train crew should cut the trains, if so requested by the complainant, thereby permitting him to have the use of the crossing without undue delay. If, upon request of the complainant herein, it is found impossible to keep this crossing clear, due to the operation of defendants'

trains, then petitioner's means of relief would be to petition this Board for a re-hearing of the case.

This crossing is also inadequate, for the reason that the approach from the south, on the plaintiff's land, is very abrupt, and makes it dangerous and inconvenient while opening the gates, for the reasons set out heretofore in this decision. The approach from the north is approximately 10%, and is certainly inadequate, and grade should be reduced.

With the plaintiff's approval, the defendant companies should excavate the "hump" on the complainant's land on the south, bringing it to an easy grade; and they should bring the approach on the north to at least a 6% grade, covering it with cinders or some other substance to make it easily passable, as the complainant testified that now the approaches are common black earth, which, during rains, makes the approaches slippery and absolutely impassable.

Therefore, it is hereby ordered that, with the plaintiff's approval, these grades shall be modified as suggested above, and that this work shall be completed on or before May 1, 1923.

No. 10253—1923.

HILTON LUMBER & GRAIN COMPANY, CONROY, *Complainant*,

v.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Defendant*.

Decided April 12, 1923.

ELEVATOR SITE—RENEWAL OF LEASE.

Upon evidence submitted,

Held, Return of 6% upon fair value of railroad companies' property, used for elevator site, and other purposes, is an equitable remuneration; by Section 2110-m, Supplement to the Code, 1913, Commission has jurisdiction of terms of lease; leases of mutual advantage to carrier and lessee; lessor should not be required to move except upon good and sufficient reasons; one year short time for lease, considering investments made by lessor; Board suggests leases of five years or more, in most cases; provision giving railroad company authority to terminate without notice, upon failure to comply with any conditions, and to re-enter said premises and take possession, "with or without process of law," held to be unreasonable and unenforceable.

Ordered, defendants should prepare a form of lease which eliminates all provisions which Board finds are in violation of Statutes.

For the petitioners—J. H. Henderson, Commerce Counsel.

For the defendants—C. L. Taylor, Atty., Des Moines, Iowa.

The petition in this complaint was filed by Hon. J. H. Henderson, Commerce Counsel, as representing the complainants, on November 13, 1922, and alleges, among other things, the following:

"That it (the petitioner) is a corporation duly organized under the laws of the State of Iowa, with its place of business at Conroy, in Iowa County, Iowa. That its business is that of buying, receiving, storing and shipping grain and grain products; they also handle lumber, coal, brick, cement and other commodities of like character and which are usually handled in the said business of the petitioner. That it now has an elevator, lumber shed, corn cribs, seed house, coal sheds, office and scales situated

on the right of way of the defendant railway company at its station at Conroy and has same under a lease heretofore made, but which has expired by its terms: that the petitioner and defendant are unable to agree upon the terms and conditions of the lease, either as to the rental value or the terms and conditions thereof; that diligent efforts have been made to arrive at a lease acceptable to both parties, but without avail. Therefore, it is necessary for the petitioner to appeal, as provided by law, to the Board of Railroad Commissioners of the State of Iowa, asking that the terms and conditions of the lease shall be prescribed.

"That the rental which is now asked for the said property is Sixty-one ($61.00) Dollars per annum, payable annually, together with all taxes and assessments locally levied or assessed against said premises during the term of the lease. That the said sum of Sixty-one ($61.00) Dollars per annum is largely in excess of that which they have heretofore paid as rental charge. That the rental now asked is excessive and unjust and if continued for a term of years it would require the payment of money in considerable sum. The rental heretofore charged has been Twenty ($20.00) Dollars per year, which is a fair, just and reasonable rental, but the amount now asked is largely in excess of the rental value of six per cent return on the fair value of the premises so occupied by the petitioner, which premises are a part of the right of way and station grounds of the defendant railway company. The petitioner asks that the said Board of Railroad Commissioners shall fix the annual rental therefor.

"That the lease which has been submitted by the defendant to the petitioner only extends the period of time one year from the first day of April, 1922, and since that date there have been these continued efforts to adjust and settle the rental value. That said time is too short, and that a term of years should be included in the said lease, and it is asked that this Commission shall determine the number of years. While it is true that the said provision is for one year, it further provides:

'and thereafter until sixty days after either party shall have given to the other written notice of its desire to terminate this Indenture.'

"With the amount of the investment and the capacity of the business, the original term should be longer than one year, as hereinbefore stated, as it may be terminated at any time within the sixty days thereafter upon notice prescribed.

"That the lease submitted for the petitioner to sign provides in paragraph six thereof as follows:

" 'That the Railway Company shall be exempt and released, and the Lessee does hereby release the Railway Company from all liability for injury to or destruction of property, whether real or personal, of said Lessee or in which it shall be interested at any time situate upon said leased premises or upon any neighboring premises owned or occupied by the Lessee to which fire

may have been communicated from the leased premises, which shall be caused by fire or by any other negligent condition or operation of said Railway Company's railroad, engines or cars, or by reason of any other cause whatsoever.'

"The petitioners object to assuming and being responsible for the damages as contemplated by the said paragraph; further that said paragraph is in conflict with the provisions of Section 2110-m, Supplement to the Code, 1913, which denies the right to enforce said provisions; and it may be contended or held that the said provision, being in conflict with the statute, is not enforceable; but to avoid the questions which may arise,—and litigations therefrom,—such provision, which is in violation of the statute, should not be included in any contract. Therefore, the provisions of paragraph six of the contract submitted are objected to, and permission asked that the same be not required.

"There is included in said lease in paragraph seven, as follows:

" 'That in any case where the release hereinabove written shall be held not to be valid in law, the Railway Company shall have the full benefit of any insurance effected by the Lessee upon the property injured or destroyed.'

"This, in effect, recognizes that paragraph six hereinbefore referred to is not enforceable. They seek to avoid that by giving the railway company the full benefit of any insurance, which is equivalent to making the lessee of the property liable, at least to that extent, under a contract which is not valid under the statutes of this State. Where the destruction was by fire caused by the negligence of the defendants, they should not be recouped in the way of insurance which the lessee has taken and has carried on his property, which is, in effect, an evasion of the terms of the contract.

"In addition, it makes complications and may require litigations to settle the respective rights thereunder, and this paragraph should not be any part of the lease.

"It is further provided in paragraph eight of the lease submitted to the petitioner, as follows:

" 'That the Lessee shall at all times indemnify and save harmless the Railway Company from any and all claims for injury or destruction during the Lessee's occupancy of said premises, to or of property, whether real or personal, to whomsoever except to said Railway Company belonging, at any time situate upon said leased premises, or upon any neighboring premises owned or occupied by the Lessee to which fire may have been communicated from the leased premises; and this whether such injury or damage shall arise from any cause hereinbefore stated or from any other cause whatever.'

"This provision is likewise in violation of said Section 2110-m, Supplement to the Code, 1913. The lessee may properly be held liable for all damages for loss occasioned by its own negligence, or the negligence of its employees, but it ought not to be held liable for any loss or damage which has been occasioned by the negligence of the railway company. This provision of the lease makes the lessee, the petitioner herein, responsible for any loss or damage when its employees were not negligent in any way, but where the proof may affirmatively show that the negligence was on the part of the railway company, or may be one of the unavoidable causes. This paragraph seeks to cover the loss from any cause whatever, negligence or otherwise, as stated in the last clause of the proposed paragraph eight wherein it is stated: 'or from any other cause whatever.' Petitioners herein say that this provision ought not to be included in any contract of lease.

"Without quoting the terms of the lease presented for signature, it provides that the lease shall terminate without notice, upon failure to comply with any condition, and that the lessor may re-enter and take possession of said premises, with or without process of law. There is further provision that if the lessee does not remove all property owned by it at the termination of the lease it shall be considered an abandonment thereof, and the lessor may be at full liberty to re-enter and take possession of all the demised premises and to remove therefrom, at the expense of the lessee, all such property there remaining, or, at its own sole option, to appropriate and dispose thereof, as it may deem best, without any liability or accountability whatever therefor, and which would result, or might result, in a loss to the lessee without reasonable and just cause. Petitioners do not claim that there should not be some provision as to the removal of the property and time therefor, but to place it entirely within the hands of the railway company to determine whether or not there has been failure to comply with the conditions and then, without any process of law, or otherwise, to take possession of the property and not require it to be accountable therefor, is unjust and unreasonable. The petitioner therefore asks that in the order as made upon the hearing in this cause, there shall be such provision in reference to such matter as will be fair, just and equitable to both parties, particularly in reference to the termination of the lease and the disposition of the property at the time of the termination of the lease. The provision as it is now puts the burden upon the lessee to protect himself by proceedings in Court, if the railway company shall unjustly or otherwise seek to literally enforce the provisions of the lease. Therefore, a fair and unambiguous provision, protecting both parties, should be incorporated in the lease in this particular."

On November 23, 1922, the defendant railway company filed its answer, by J. N. Davis, Commerce Counsel, as follows:

"The defendant admits the existence of the complainant as alleged in paragraph I. of the complaint and admits the complainant has refused to accept the lease tendered by the defendant.

"In regard to the allegations contained in paragraph II. of

the complaint, the defendant claims that the total valuation of property is two cents per square foot or a total valuation of $1,012.84 for the 50,643 square feet. The defendant claims that a fair rental on this property is 6 per cent of the value thereof which is $60.77 together with all taxes and assessments locally levied or assessed during the term of the lease. The defendant denies that the rental demanded of the complainant is unreasonable or unlawful.

"The defendant states that, as to the allegations set forth in paragraph III. of the complaint, it is the standard practice of the Railway Company to make leases for a period of one year with a clause whereby the lease can be terminated in sixty days.

"The indemnity clause set forth in paragraph IV. of the complaint has been changed in accordance with the following, which clause has been approved by the joint committees of the National Industrial Traffic League and the representatives of the Western Railroad Lines:

"'It is understood that the movement of railroad locomotives includes some risk of fire, and the Lessee assumes all liability for and agrees to indemnify the Railway Company against loss or damage to property of the Lessee, or to property upon their premises, regardless of railroad negligence, arising from fire caused by locomotives operated by the Railway company in the vicinity of said demised premises, for the purpose of serving the Lessee, except to the premises of the Railway Company, and the rolling stock belonging to the Railway Company or to others, and to shipments in the course of transportation.'

"The defendant denies that the clause set forth in paragraph V. of the complaint is unreasonable or unlawful.

"The defendant states that the clause set forth in paragraph VI. of the complaint has been changed to read as follows:

"'That the Lessee hereby releases the Railway Company from and agrees to indemnify it against all loss, damage or injury, caused by or resulting from any act or omission of the Lessee, its employees or agents, to the person or property of the parties hereto and their employees, and to the person or property of any other person or corporation, while on or about said demised premises; and if any claim or liability other than from fire shall arise from the joint or concurring negligence of both parties, hereto, it shall be borne by them equally.'

"That the clause quoted in this paragraph has also been adopted by the Joint committees of the National Industrial Traffic League and the representatives of the Western Railroad Lines.

"The defendant denies each and every allegation contained in paragraph VII. of the complaint and in other paragraphs of said complaint except as to the matters which are admitted in this answer.

"That the form of lease tendered the complainant is identical with that given by the defendant to other industries on its line in every state through which it operates. That the provisions contained in the lease are those generally used by railroads throughout the United States. That the terms of the lease as to the amount of rental and the liability of the defendant for losses are not unreasonable or unlawful.

"To grant the complainant the form of lease demanded would be to prefer one shipper over another and would be a discrimination against Interstate Commerce.

"WHEREFORE the defendant prays that the complaint in this proceeding be dismissed."

This case was subsequently set down for hearing, in the office of the Board, on January 19, 1923, and was fully heard and submitted on that date.

It has been fully established, both by the Interstate Commerce Commission and the Board of Railroad Commissioners of Iowa, that a return of six per cent upon the fair value of the railroad companies' property, used for elevator and other purposes, is an equitable remuneration.

In this case, the evidence clearly indicates the value of the land used is approximately one thousand dollars ($1,000), and this valuation has been verified by an expert from this office. Therefore, the complainants' petition for a reduction in rentals is denied. The petitioners object to certain language in the contract submitted to the Hilton Lumber & Grain Company by the defendant, contained in paragraphs six, seven and eight of the proposed contract quoted above and call the attention of the Board of Railroad Commissioners to Section 2110-m, Supplement to the Code, 1913, as follows:

"In the event that any elevator, warehouse, coal shed, ice house, buying station, flour mill or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, situated on the right of way or other land of a railroad company shall be injured or destroyed by the negligence of any railroad company, or the servants or agents of any railroad company in the conduct of the business of such company, the railroad company so causing such injury or destruction shall be liable therefor to the same extent as if such elevator, warehouse, coal shed, ice house, buying station, flour mill or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported was not situated on the right of way or other land of such railroad company, any provision in any lease or contract notwithstanding."

As indicated by the answer of the defendant Company, the obnoxious sections have been changed and modified but still appear to be in conflict with Section 2110-m, Supplement to the Code, 1913.

As to the duration of the lease, and other objectionable features contained therein, as pointed out by the complainant, Section 2110-1, Supplement to the Code, 1913, says:

"That whenever a disagreement arises between the owner of an elevator or grain warehouse, coal shed, ice house, buying

station, flour mill, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, situated on a railroad right of way or on land owned or controlled by a railroad company, and such railroad company, as to the terms and conditions on which the same is to be continued thereon, or removed therefrom, or whenever application is made by any person, firm or corporation for the right to a site for such elevator or grain warehouse, coal shed, ice house, buying station, flour mill, or any other building used for receiving, storing or manufacturing any article of commerce transported or to be transported, and such railway company and said applicant cannot agree as to whether said elevator or grain warehouse shall be so placed on said right of way or on property owned or controlled by the railroad company, or as to the character of the buildings to be erected and placed thereon, or the place where the same is to be so erected and maintained, or as to the terms and conditions under which the same may be so placed and operated, then, and in every such event on written application to the Board of railroad commissioners by such railroad company, person, firm or corporation the said board of railroad commissioners shall have the authority, and it is hereby made their duty, as speedily as possible after the filing of such application, to hear and determine such controversy, and make such order in reference thereto as shall be just and right between the parties under all the facts in the case, which order shall be enforced as other orders of said commission."

This clearly gives the Board authority over the terms of the lease.

It is quite true that the lessees of railroad property do make large and, in many cases, permanent improvements which, if required to be removed, would occasion heavy loss. The railroad company invites them to occupy these premises, and it is an advantage to the lessor to lease this property, as well as to the parties who occupy it. The lessor secures business of the lessee, and receives a fair renumeration upon the value of its property; and the elevators hold the grain, awaiting the arrival of cars. Coal houses provide storage for coal during the lean months, and the lumber yards provide a means for the unloading of cars promptly, as well as furnishing a heavy traffic to the roads. On the other hand, the elevator, coal shed, and lumber yard owners are provided with convenient and valuable locations for their business, without the necessity of investing in real estate. These business concerns are invited to build and equip their business, on a permanent basis and, inasmuch as they pay for the privilege, ought not to have a menacing hand held over them, and should not be required to move, except upon good and sufficient reasons—such as, non-payment of rent, or the urgent need of the premises by the railroad companies for yards or other necessary railway purposes. The petitioner objects to that portion of the lease which gives the railroad company authority to "terminate without notice, upon failure to comply with any condition, and that the lessor may re-enter and take possession of said premises, with or without process of law." The Board

realizes that heretofore it has been only for good and sufficient reasons that a lease was cancelled, and then, very rarely. If this were otherwise, no lessee company could be induced to spend thousands of dollars, if they knew they would be obliged to move at the expiration of the yearly lease, or before, if the railroad company so desired. The lease, as prepared, gives the lessor this authority, and is, in reality, merely a permission to occupy the company's ground at the will of the railroad company. Therefore, the lessee makes his investment, knowing this to be a fact, and that he is, in a measure, at the mercy of the company.

Inasmuch as these leases are mutually beneficial, as has been stated, there should be no element of unfairness in them. Formerly it was the policy of many roads to build their own elevators at different points on the system for the purpose of securing business for the road and facilitating shipments. The grounds of a railroad company were also occupied without a lease by patrons, merely by permission. Later, leases were made of all the railroad companies' grounds occupied by shippers, at a nominal rental of one dollar ($1.00) per year. At the present time, rentals are computed upon the value of the property. It is the opinion of the Board that under the present modern business methods, as conducted by the shippers who occupy railroad grounds and make permanent improvements, one year is a short time for a lease. The lessee is expected to make adequate and permanent provisions for carrying on the business for which the lease is granted, and besides it entails a large amount of useless clerical work for all parties concerned. There is, of course, a vast amount of difference between permanent improvements and those where only a small amount has been invested in sheds, movable buildings, etc., by those who possibly will not be permanent tenants. It is not the desire, however, of the Board, at this time, to make an order as to the length of the lease, thus possibly compelling the railway company to make long leases to objectionable tenants; but the Board believes that a vast amount of clerical help will be eliminated, and that it would be much more satisfactory and fair to the shippers, if these leases were made for a term of five years or more, in most cases. This last provision of the lease gives the railroad company authority to terminate without notice, upon failure to comply with any conditions, and authorizes it to re-enter said premises and take possession, "with or without process of law." It gives the lessor the right to remove all property at the expiration of the lease, and consider it abandoned. It gives the lessor full liberty to re-enter and, at its sole option, appropriate and dispose of the property as it may deem best, without any accountability or liability whatsoever therefor. The lessor should have authority, of course, to terminate the lease and re-enter the premises upon failure to comply with the conditions. It is useless to make contracts that are clearly in violation of the law. The proposed contract authorizes the lessor to re-enter the premises, take possession and sell the property, "with or without process of law." It is our opinion that the provision is unreasonable and unenforceable. The defendants should prepare a form of lease which eliminates all provisions which we have herein found are in violation of the statutes, and it is so ordered.

No. 10254—1923.

BOARD OF SUPERVISORS OF WEBSTER COUNTY BY IOWA STATE HIGHWAY COMMISSION, AMES, IOWA, *Complainants*,

v.

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY, *Defendants*.

Decided May 8, 1923.

BRIDGE, OVERHEAD—RECONSTRUCTION OF, IN COOPER TOWNSHIP, WEBSTER COUNTY. Upon inspection of premises, and evidence submitted,

Held, that the payment of $7,250.00 by the defendant railroad company, as agreed to by and between the parties, said agreement being a part of this decision, is just and reasonable.

Ordered, that the terms of the agreement be complied with.

For the petitioners—Walter Condran, Asst. Commerce Counsel; V. E. Gabrielson, Co. Atty., Ft. Dodge, Ia.; J. H. Ames, Bridge Engr., Iowa State Highway Commission, Ames, Ia.; J. F. Reynolds, District Engr., Iowa State Highway Commission, Storm Lake, Ia.

For the railroad company—M. M. Joyce, General Counsel, Minneapolis, Minn.; Price & Burnquist, by B. B. Burnquist, Attys., Ft. Dodge, Ia.

This application was filed in this office by the petitioners, on January 31, 1923, under the provisions of Section 2017, Code Supplement of Iowa, 1913. The petitioners state, among other things, that a highway has been regularly and lawfully established in Webster County, more particularly described as follows: Primary Road No. 16, on north and south center line of Section 17, Cooper Township, Township 89 North, Range 28 West, Webster County, Iowa, which said highway crosses the right of way and line of the Minneapolis & St. Louis Railroad Company at a point described as near the center of Section 17, Township 89 North, Range 28 West, Webster County, Iowa. They further allege that notwithstanding said highway has been regularly and lawfully established in the said county, the Board of Supervisors thereof is unable to agree with the respondent railway company in respect to the crossing of said railway by said highway, and, therefore, they petition this Board, after due hearing, to determine the necessity for such crossing, the location thereof, whether the same shall be at grade or otherwise, the manner in which the same shall be constructed, maintained or changed, and generally to make such orders in respect thereto as are equitable and just in the premises.

After some correspondence, this case was set down for hearing, at Fort Dodge, on March 28, 1923. At that time, the Commission visited the premises, after which the testimony of the petitioners was heard. On motion of the defendant, the hearing was continued to April 25, 1923, to enable the railroad company to check over the plans and specifications submitted by the petitioners, which the defendants, at the time of hearing, had not had an opportunity to see. Later, the hearing was postponed, by request of Mr. J. H. Ames, of the Iowa State Highway Commission to May 2, 1923.

At the hearing held on March 28th, the defendant railroad company filed objections to the establishment of this bridge, wherein they said:

1. "It is apparent and exists as an undisputed fact that the space covered by the old bridge or viaduct on said road, which

same space is to be occupied by the proposed new viaduct in an enlarged and elevated form, is in a state of nature, such that it could not be used for ordinary streets or as a crossing and is low, impassible, is cut by a creek, is without sides or banks, and that the proposed viaduct will connect two hill-sides and is and will be merely a more convenient and shorter route for highway purposes.

2. "That said contemplated improvement is not for the purpose of making safer, or connected in any way with the crossing of said Railroad Company's tracks.

3. "That the physical situation is such that no grade crossing could be constructed at this point at the present time.

4. "That the presence of the railroad track does not make necessary any bridge or viaduct at the point contemplated; that said railroad track parallels a creek which would have to be bridged, even though the railroad tracks were not present.

5. "That the proposed bridge is being constructed not for the purpose of making said crossing safe, but for the purpose of eliminating grades under the direction of the Highway Commission and for the purpose of making more convenient the road from the city of Fort Dodge to the cemetery.

6. "That under Code Section 2017 of the Supplement, the authority therein granted is limited to cases where it is necessary for the safety and protection of the public, and no use and the present enjoyment of no right by the Minneapolis & St. Louis Railroad Company makes of necessity the contemplated improvement for any protection or as a measure of any safety to the public and that, therefore, under the facts as they exist in this case, no authority lies for the holding of this Company for any part of the costs of said improvement.

7. "That this company has been released by the Board of Supervisors of Webster County, Iowa, from any liability for the construction, maintenance or repair of said viaduct; that a copy of said release is hereto attached, made a part hereof and marked Exhibit 'A'.

8. "That there is no necessity for the removal of the old viaduct, spanning said valley; that the same was ample for the needs of the traffic thereupon and would have been sufficient for many years to come."

The case again came on for hearing, at Fort Dodge, on May 2, 1923, at which time the parties asked that the Commission permit them to enter into conference before proceeding to hearing, with a view to settling their differences, without further hearing, if possible. After some deliberation, the contestants returned to the hearing room and reported that they had come to an agreement, and they stated, which statement was formally entered of record, that an order issued by the Board, in the following language, would be satisfactory to all concerned:

This matter coming on for hearing at an adjourned meeting of the Iowa Railroad Commission, held in Fort Dodge, Iowa, on the 2d day of

May, 1923, the parties to the proceedings being represented, and the Commission being advised in the premises, following a conference between representatives of the Iowa State Highway Commission, the full Board of Supervisors of Webster County, Iowa, Assistant Commerce Counsel Walter Condran, and counsel representing the Minneapolis & St. Louis Railroad Company, it was agreed by and between such parties that the Minneapolis & St. Louis Railroad Company should share in and pay as its portion of the cost of the so-called Fifteenth Street viaduct, immediately outside the city limits of Fort Dodge, Webster County, Iowa, the sum of Seven Thousand Two Hundred Fifty ($7,250.00) Dollars in full of all liability or claims for such improvement. It was further agreed that said sum of money should be paid by the railroad company following the completion of said project and the submission of duly accredited statement for said sum rendered by the County Auditor of Webster County, Iowa; and the Commission, having said proposal before it, believes and finds that the terms thereof are just and reasonable, and hereby approves the same, and orders compliance therewith.

No. 10255—1923.

GOODWIN TILE & BRICK CO., DES MOINES, ET AL., *Complainants*,

v.

CARRIERS, *Defendants*.

Decided May 16, 1923.

PETITION FOR JUST AND REASONABLE RATES ON BRICK AND ARTICLES TAKING THE SAME RATES.

Upon evidence submitted,

Held, present Iowa commodity brick and other clay products rates too high on short hauls, compared with rates now in effect in competitive territory; effective, upon proper notice, schedule of reasonable maximum rates of charges for the transportation of clay products, as indicated, should be as shown in decision; certain exceptions made; joint rates suggested; if unable to agree as to divisions of joint through rates, Board will, upon proper application, determine such divisions.

Ordered, that schedules, rules and regulations as found herein to be just, reasonable, maximum charges, shall be published in accordance with law, and become effective on and after June 20, 1923, and schedules, rules and regulations now in effect contrary to these findings shall be cancelled.

Appearances:

March 6, 1923:

For the Petitioners—Hon. W. J. Goodwin, Des Moines, Iowa; E. G. Wylie, Greater Des Moines Committee, Inc.; J. H. Henderson, Commerce Counsel; Walter Condran, Asst. Commerce Counsel.

For Shippers Generally—D. P. Mahoney, Sioux City Brick and Tile Co.; A. S. Boden, Sioux City Traffic Bureau; O. L. Krink, Sheffield Brick & Tile Co., Sheffield; C. C. Crouse, Iowa Mfgrs.' Assn., Des Moines, Iowa; T. J. Neiswanger, Standard Clay Products Co., Oskaloosa, Iowa; L. B. Jeffries, Manufacturers' Bureau, Des Moines; W. J. Souder, Des Moines Clay Co., Des Moines; W. H. Brecht, Flint Brick Co., Des Moines; Boone Brick, Tile & Paving Co., Boone, Iowa; Walter Huncke, Western Silo Co., Des Moines, Iowa; J. O. Reaver, Iowa Pipe & Tile Co., Des Moines, Iowa; G. H. Calvin, Rockford Brick & Tile Co., Rockford, Iowa; J. G. Parks, Morey Clay Products Co., Ottumwa, Iowa; A. G. Peterson, Morey Clay Products Co., Ottumwa, Iowa; R. O. Youngerman, Mason City Brick & Tile Co., Mason City, Iowa; L. M. O'Leary, all Fort Dodge firms, Fort Dodge, Iowa; D. F. Dickerson, Knox Clay Prod. Co., Knoxville, Iowa; H. I. Moore, Hawkeye Clay Works, Fort Dodge, Iowa; E. P. Bradshaw, Bradshaw & Co., Fort Dodge, Iowa; J. D. Fortney, Kalo Brick & Tile Co., Fort Dodge, Iowa; J. L. Johnson, Plymouth Clay Prod. Co., Fort Dodge, Iowa; C. B. Platt, Platt Co., Van Meter, Iowa; J. F. Coupe, Iowa Farm Bureau Federation, Des Moines, Iowa; H. R. Straight, Adel Clay Prod. Co., Adel, Iowa; Roy M. Dallam, Lehigh Sewer Pipe & Tile Co., Fort Dodge, Iowa.

For the Carriers—Geo. E. Hise, Atty., C. & N. W. Ry. Co., Des Moines, Iowa; A. F. Cleveland, A. F. T. M., C. & N. W. Ry. Co., Chicago, Illinois; Robert H. Widdicombe, Commerce Atty., C. & N. W. Ry. Co., Chicago, Illinois; H. A. Triebel, Chief Tariff Bureau, C., R. I. & P. Ry. Co., Chicago, Illinois; C. E. Hilliker, D. F. & P. A., C., M. & St. P. Ry., Des Moines, Iowa; Phil Schorr, Wabash Ry. Co., Des Moines, Iowa; M. T. Steiner, Ft. D., D. M. & S. R. R. Co., Boone, Iowa; H. A. Pence, D. F. A., C., B. & Q. R. R. Co., Burlington, Iowa.

March 13, 1923—

For the Petitioners—Hon. W. J. Goodwin, Des Moines, Iowa; E. G. Wylie, Greater Des Moines Committee, Inc.; J. H. Henderson, Commerce Counsel; Walter Condran, Asst. Commerce Counsel.

For the Shippers Generally—L. M. O'Leary, Clay Mfgrs., Fort Dodge, Iowa; C. C. Crouse, Iowa Mfgrs. Assn., Des Moines, Iowa; Ralph W. Tuller, Reliance Brick Co., Des Moines, Iowa; D. P. Mahoney, Sioux City Brick & Tile Co., Sioux City, Iowa; A. S. Boden, Traffic Bureau, Sioux City, Iowa; C. B. Platt, Platt Co., Van Meter, Iowa; C. A. Reaver, D. M. Brick & Tile Co., Des Moines, Iowa, also for Eldora Pipe & Tile Co.; Chas. A. Rawson, Iowa Pipe & Tile Co., Des Moines, Iowa; W. H. Brecht, Flint Brick Co., Des Moines; Boone Brick & Tile Co., Boone, Iowa; R. O. Youngerman, Mason City Brick & Tile Co., Mason City, Iowa; J. F. Nelson, Capital Clay Co., Des Moines, Iowa; Roland D. Hall, Twin City Brick Co., Des Moines, Iowa; Harry S. Vincent, Vincent Clay Prod. Co., Fort Dodge, Iowa.

For the Carriers—Robt. H. Widdicombe, Commerce Atty., C. & N. W. Ry. Co., Chicago, Illinois; A. F. Cleveland, A. F. T. M., C. & N. W. Ry. Co., Chicago, Illinois; B. F. Parsons, A. G. F. A., C. G. W. R. R. Co., Chicago, Illinois; F. K. Crosby, A. G. F. A., C., R. I. & P. Ry. Co., Chicago, Illinois; Phil Schorr, Wabash Ry. Co., Des Moines, Iowa; C. E. Hilliker, D. F. & P. A., C., M. & St. P. Ry. Co., Des Moines, Iowa; O. T. Cull, A. G. F. A., C., M. & St. P. Ry. Co., Chicago, Illinois.

The complainants are Iowa corporations engaged in the manufacture of brick, clay hollow building tile, and drain tile; "some of the complainants produce two of said commodities and others produce all three."

The complainants allege that ninety per cent of their products undergo railroad transportation, the bulk of said shipments being wholly within Iowa; that the plants are located where the clay suitable for the specific product is found; that there is a great demand for their clay products,

and that "because of the excessively high and unjust freight rate adjustment on these products within the state of Iowa, competitors located outside the state having more favorable rates can and do secure a large percentage of the business in the state which should naturally and properly go to Iowa manufacturers."

On joint hauls, each railroad participating, under the old eighty per cent joint rate order, is entitled to charge eighty per cent of the single line rate for the distance it hauls the freight.

If Class E makes a lower rate than the application of the clay products commodity rate, then Class E is applicable. This situation, the complainants say, is confusing: "especially joint line hauls, for the shippers must figure out each rate by the above process and also figure the Class E rate to ascertain what is the lowest rate applicable."

The brick and tile rate in Iowa, at the time the United States entered the world war, for a five mile haul, was 2.8 cents per 100 pounds. By various war orders, and as a result of orders of the Interstate Commerce Commission under the Transportation Act, temporarily acquiesced in by this board, this rate has been advanced to 7 cents per 100 pounds, an advance of one hundred fifty per cent. (This commodity rate is now 6 cents, due to general ten per cent reduction order by the Interstate Commerce Commission.) The 500-mile rate has been advanced eighty per cent. These facts, the complainants aver, show an unreasonable burden being placed on these products, considering that rates generally, in Iowa, have been advanced in the same period but 68.75 per cent.

The complainants state that "the present rates on brick, building tile and drain tile in Iowa are unreasonable and excessive * * * for both single line hauls and joint line hauls.

"The rates on brick, hollow building tile and drain tile, in Iowa, are higher than the intrastate rates of the defendant carriers, on the same commodities in adjoining states.

"The rates on these commodities in Iowa are relatively higher than the rates from adjoining states into Iowa."

The complainant also states that the Iowa rates on clay products are too high, when compared with rates on other articles, such as cement, lumber, and kindred commodities; that drain tile is essential for use in some parts of Iowa; that drain tile transportation is desirable traffic, involving a minimum railroad service, and cost, due, in part, to the availability of the use of all sorts of equipment, in all kinds of condition, reducing car mileage; also the use of cars unfit for other traffic; that no expedited or special service is required in the transportation of clay products, such as must be provided for live stock, grain, fruit and other traffic; that "every element tending to require a low freight rate for a commodity is present in the transportation of brick and tile, low value, heavy loading, minimum service and movement at the time of the year (summer) when operating costs are lowest."

The petition asks that rates be established on clay products for shipments within Iowa, for single and joint line hauls, "that are intrinsically and relatively just, reasonable and nondiscriminatory."

Complaint was duly served on all respondents, who generally filed

brief answers thereto, denying that the rates complained of are unjust, discriminatory, or unreasonable, or in violation of the laws of Iowa, or that the complainants are entitled to the relief prayed for "or to any relief whatsoever."

Partial hearing was had in this case on March 6, 1923, after notice had been given all persons parties hereto. At this time the majority of the petitioners' witnesses were heard, and the case continued for further hearing on March 13, 1923, on which date it was completed and case submitted without argument.

Testimony indicated there were ninety clay products industries in Iowa, with an invested capital of $11,275,000.00, and annual capacity for the loading of 73,865 carloads of 50,000 pounds each. Of these ninety plants, forty are located at stations served by one railroad only.

It was testified to by witness for complainants that brick and building tile are produced at a less cost in Illinois than in Iowa, because of lower cost of labor and coal. It requires 1,400 pounds of Iowa coal to produce a ton of brick, while but 1,000 pounds of Illinois coal is required to produce the same result. Production cost in Illinois is ten per cent less than in Iowa.

At the time of the entrance of the United States into the world war, the brick and tile rates in Iowa had been in effect for many years. These rates were, for the distances shown, as follows:

Miles	Cents per 100 lbs.	Miles	Cents per 100 lbs.
5	2.8	100	4.8
10	3.0	125	5.3
15	3.1	150	5.8
20	3.2	175	6.0
25	3.3	200	6.5
30	3.4	250	7.1
35	3.5	300	7.5
40	3.6	350	7.5
45	3.7	400	8.1
50	3.8	450	9.8
75	4.3	500	11.8

For distances 290 to 380 miles the rate was flat seven and five-tenths cents per 100 pounds. This was brought about in this way. The Mississippi-Missouri River rate was fixed by the carriers at seven and five-tenths cents, applying from St. Louis, and other Mississippi River points, to Kansas City, Omaha, Sioux City and other Missouri River towns. It is obvious that a higher and different rate ought not, and could not, be maintained from Mississippi River crossings in Iowa to Missouri River crossings in Iowa. The short distance across the state is approximately 290 miles, while the longest single line haul across the state, river to river, is 380 miles. The Board, years ago, in revising the brick and tile rates in Iowa, placed the rate at those distances on a parity with the interstate rates, river to river, grading the rates down for the shorter distances, as indicated in the figures just quoted.

Following the taking over of the railroads by the Government, Director

General's Order Number 28 was issued, materially increasing the brick and tile rates, especially on the short haul, for the reason that an arbitrary of two cents per 100 pounds was added to the short distance rates, instead of the straight twenty-five per cent increase. When the railroads were returned to private operation, in 1920, the Interstate Commerce Commission, after hearing, permitted the carriers in this territory to add thirty-five per cent to the then existing rates. In 1923, a general reduction of ten per cent was ordered by the Interstate Commerce Commission, so that brick, building and drain tile rate now applying in Iowa is as follows, for the distances indicated: (Class E is applicable wherever it makes a less rate than the commodity rate.)

Miles	Rate in Cents per 100 lbs.	Miles	Rate in Cents per 100 lbs.
5	5.	100	7.
10	5.	125	8.5
15	5.	150	10.
20	5.	175	10.
25	5.	200	10.5
30	5.5	250	11.
35	5.5	300	11.5
40	6.	350	11.5
45	6.	400	12.
50	6.5	450	17.
75	7.		

The percentage of increase in present rates over those in effect in 1918, varies from seventy per cent, distances 110 miles and beyond, single line hauls, to one hundred seventeen per cent on five mile hauls.

Many exhibits were introduced at the hearing; but, as is always true, witnesses produce exhibits indicating rate adjustments elsewhere than in Iowa, peculiarly favorable to their contention, whether it be for or against a revision of the rates. We must undertake to extract from these exhibits what may be determined to be the general situation in this territory respecting the brick and tile rates. There is no semblance of uniformity in the brick and tile rates. Rates proposed by the Interstate Commerce Commission are entirely different from rates voluntarily charged by railroad companies; in many instances materially higher than the rates made by the carriers in the same general territory.

No testimony was offered for the purpose of indicating the cost, to the carrier, of terminal or line haul in the transportation of brick and tile.

It is clearly shown that it costs more, per unit, to produce brick and tile, in Iowa, than it costs in Illinois. In Iowa fuel and labor costs are greater, giving a material advantage to the Illinois manufacturer before any freight rate is considered.

While we might not be justified, in the fixing of rates, in considering only these difficult handicaps that our Iowa brick and tile manufacturers must overcome, yet this situation must be considered in relation to the rate charged.

There is no evidence in the case supporting the contention that brick

and tile manufacturers outside the state are able to ship to points in Iowa at a substantially less rate per ton per mile, distance considered, than would be applicable under the Iowa distance rate. The usual interstate shipment is for a much longer distance than the shipment would move intrastate from a producing point in Iowa to the same destination. This fact makes a comparison of the actual rate charged usually favorable to the Iowa producer.

Testimony given by witnesses for the complainants indicates a growth in the hollow building and drain tile industry within Iowa exceeding that in other tile producing states.

Statistics from United States Geological Survey on drain tile and hollow building tile, for the states of Iowa, Illinois, Indiana and Missouri, for the years 1914 to 1920 inclusive, being the last available figures, are as follows:

DRAIN TILE
Value of Products

Year	Iowa	Illinois	Indiana	Missouri
1914	$ 3,180,836	$ 1,041,927	$ 1,322,002	$ 143,245
1915	3,802,599	991,700	1,253,805	152,445
1916	3,996,163	1,200,465	1,452,719	197,150
1917	4,004,989	1,314,006	1,564,542	211,845
1918	2,256,200	1,077,861	1,427,237	154,196
1919	3,127,378	1,203,586	1,885,218	347,082
1920	4,760,115	1,666,150	1,888,801	485,800
Total	$ 25,128,280	$ 8,495,704	$ 10,804,324	$ 1,691,763

HOLLOW BUILDING TILE
Value of Products

Year	Iowa	Illinois	Indiana	Missouri
1914	$ 1,083,397	$ 567,266	$ 823,462	$ 168,053
1915	1,008,457	492,138	651,714	134,690
1916	1,141,291	769,929	799,269	153,596
1917	1,542,884	1,136,975	992,132	294,041
1918	1,550,076	981,130	1,099,350	350,730
1919	2,475,291	1,820,325	1,575,850	361,555
1920	3,048,976	2,869,432	2,023,317	572,200
Total	$ 11,850,372	$ 8,637,195	$ 7,945,095	$ 2,034,865

Testimony was to the effect that loss and damage claims were very low, one witness for complainants stating that their claims on brick were about one-half of 1 per cent of the freight charges paid. Witness for carriers showed that on sewer pipe and drain tile shipments in Iowa for 1920 and 1921, claims were paid to the extent of approximately 6 per cent of the transportation charges.

Some testimony was introduced indicating a higher cost properly chargeable to shipments of bricks and tile into and out of cities where expensive terminals are maintained, such as Chicago, the Twin Cities, St. Louis, etc. The interstate Commerce Commission, in *Chicago Coal Merchants Association* v. *Director General*, 73 I. C. C., 161-177, said that:

"It probably costs more to make delivery in and near the Chicago district * * * than it does to interchange the traffic with a connecting carrier for movement to points further to the north and west for reasons given."

Vast producing areas in Iowa have been reclaimed in some portions of the state by the use of drain tile, and in other portions thousands of acres have been made more productive by its use. Statistics introduced by witness for complainants indicate the importance of the encouragement of the use of drain tile, by the results achieved; important, not only to the producer of grain and stock, but to the carrier who thereby obtains a greater tonnage. The statement made covers but two counties in Iowa, Hancock and Kossuth, and is as follows:

COMPARATIVE CROP PRODUCTION IN HANCOCK COUNTY, IOWA, A NORTH CENTRAL COUNTY, SHOWING INCREASES IN ACREAGE, CROP YIELDS AND RAILROAD REVENUE ON OUTGOING SHIPMENTS, INCREASES BEING DUE PRINCIPALLY TO TILE DRAINAGE.

	1911 Census 12,721	1920 Census 14,723	Gain in Pop. 2,002	Pct. Gain 15%
Population, including towns				
	1911	1920	Gain	
Total acres of crop	210,915	241,130	30,215 Acres	14.9% Gain in acreage
Total corn acreage	84,063	107,786	23,723 Acres	28.2% Gain in corn acreage
Average yield per acre	26 bu.	42 bu.		61 % Gain in bushels per acre
Total bushels yield	2,165,450	4,527,012	2,361,562 bu.	108 % Gain in total bushels
On same price basis on farm of 47c per bushel gain in value				$1,109,654.00
Based on average car of 1,150 bushels at actual freight rate of $122.25 a car, gives freight revenue gain of				271,579.63
	1911	1920	Gain	
Total oat acreage	69,625	90,994	21,299 Acres	30.6% Gain in acreage
Average yield per acre	21 bu.	48 bu.		129 % Gain in bu. per acre
Total bushels yield	1,441,224	4,365,312	2,924,088 bu.	203 % Gain in total bushels
On same price basis of 36c per bushel 1920 Government price, gain in value				$1,052,671.68
Based on average car of 2,000 bushels—1,462 cars at actual freight of $135.00 per car or				197,675.00
Total increase in value of all other crops in 1920 over 1911 based on 1920 government prices				$ 272,691.00
Total increase freight earnings on corn and oats only				469,251.00
Total increase in crop values in 1920 over 1911 based on farm prices of 1920				2,435,202.00
Total number of farms in county				1,848
Average increase in revenue over 1912, per farm, based on 1920 farm prices				1,318.00

COMPARATIVE CROP PRODUCTION IN KOSSUTH COUNTY, IOWA, A NORTH CENTRAL COUNTY, SHOWING INCREASES IN ACREAGE, CROP YIELDS AND RAILROAD REVENUE ON OUTGOING SHIPMENTS, INCREASES BEING DUE PRINCIPALLY TO TILE DRAINAGE.

	1911 Census	1920 Census	Gain in Pop.	Pct. Gain
Population, including towns	21,971	25,082	3,111	14.1

	1911	1920	Gain	
Total acres of crop	364,459	433,253	68,794 Acres	18.6% Gain in acreage
Total corn acreage	138,071	198,221	60,150 Acres	47.2% Gain in corn acreage
Average yield per acre	27 bu.	45 bu.	18 bu.	66 2-3% Gain in bu. per acre
Total bushels yield	3,703,818	8,919,945	5,216,127 bu.	140.9% Gain in total bushels

On same price basis on farm of 47c per bushel gain in value $2,451,580.00
Based on average car of 1,150 bushels at actual freight rate of $125.00 car gives freight revenue gain of 566,875.00

	1911	1920	Gain	
Total oat acreage	115,056	164,042	48,986 Acres	42.6% Gain in acreage
Average yield per acre	18 bu.	40 bu.	22 bu.	122.2% Gain in bu. per acre
Total bushels yield	2,014,994	6,561,680	4,546,686 bu.	225.6% Gain in total bushels

On same price basis of 36c per bushel 1920 Government price, gain in value $1,636,807.00
Based on average car of 2,000 bushels—2,273 cars at actual freight of $140.00 per car or 318,220.00

Total increase in value of all other crops in 1920 over 1911 based on 1920 Government prices 362,563.00
Total increase freight earnings on corn and oats only 885,095.00
Total increase in crop values in 1920 over 1911 based on farm prices of 1920 ..... 4,450,950.00
Total number of farms in county 3,008
Average increase in revenue over 1912, per farm, based on 1920 farm prices 1,479.00

The foregoing statement does not take into consideration any increased earnings on outgoing shipments of other crops, nor on incoming shipments resulting from the farmer's increased purchasing power.

The drainage of land in Iowa is still being carried on scientifically, under direction of trained experts, and there will be a heavy demand for drain tile for many years to come.

There was some contention that the Iowa rate on commodities under consideration should bear a fixed relationship to class or other commodity rates. We do not believe any fixed percentage relationship in this state is justified by the evidence before us. Aside from the economic reasons already noted, about the only evidence before us that is illuminating or helpful is a comparison of the rates applying in Iowa with the intrastate rates applying in states adjoining Iowa, and interstate rates in the same territory. Some of these compared rates have been fixed by state and federal commissions; some of them by the carriers themselves.

These comparisons generally indicate that the Iowa brick and tile rate is relatively low for the long hauls and relatively high for the short hauls.

The time must come when the entire structure of brick and tile rates in this territory will be adjusted and equalized, both as to intra and interstate movements.

It is our duty, under the law, to fix a fair, just, and reasonable maximum rate. We shall endeavor to do so, bearing in mind the various situations already referred to.

The brick and tile shipper in Iowa may avail himself of Class E, rather than the commodity rate, if that makes a lesser charge. As indicated by the following comparison, he may use Class E, up to about 130 miles, to his advantage:

Miles	Iowa Brick Commodity Rate	Iowa Class E	I. C. C. SCALE: Brick* Mason City Scale	I. C. C. SCALE: To Nebraska and South Dakota — Brick** Ballou Scale	I. C. C. SCALE: To Minnesota — Brick** Ballou Scale
5	6½	5	4½	4½	4½
10	6½	5	4½	4½	4½
15	6½	5	5	5	5
20	6½	5	5	5	5
25	7	5	5½	5½	5½
30	7	5½	5½	5½	5½
35	7	5½	6	6	6
40	7	6	6	6	6
45	7	6	6½	6½	6½
50	7	6½	6½	6½	6½
55	7	6½	7	7	7
60	7	6½	7	7	7
65	7	7	7½	7½	7½
70	7	7	7½	7½	7½
75	8	7	8	8	8
80	8	7	8	8	8
85	8	7	8½	8½	8½
90	8	7	8½	8½	8½
95	8	7	9	9	9
100	8½	7	9	9	9
125	9	8½	10	10	10
150	10	10	10½	11	10½
175	10	11	11	11½	11
200	10½	12	11½	12	11½
250	11	14½	13	13½	13
300	11½	16½	14	15	14
350	11½	20½	15	16	15
400	12	24½	15½	17	15½
450	14½	28	16½	18	16½
500	17	32	17½	19	17½

*Mason City Brick & Tile Co. v. Director General, et al., 77 I. C. C., 22, 30, 31.
**Ballou Brick Co., et al., v. A., T. & S. F. Ry., 77 I. C. C., 4, 17, 18, 19.

TABLE SHOWING COMPARISON OF BRICK RATES IN CARLOADS—IOWA WITH SURROUNDING STATES
(Rates stated in cents per 100 pounds)

Miles	Iowa	Minnesota	S. D. East of Missouri River	Nebraska	Missouri	Kansas	Illinois	Wisconsin: Brick	Wisconsin: Tile (Hollow Building or Drain)
5	6½	3	5	5	4	7	5	6½	5½
10	6½	3½	6½	5	5	8	6½	6½	5½
15	6½	3½	7	5½	5	8	7½	6½	6½
20	6½	3½	7	5½	5	8½	7½	7	6½
25	7	4	8	6	5½	8½	8	7	7
30	7	4	8	6	5½	8½	8	7	7
35	7	4	8	6½	5½	9	8	7	7
40	7	5	8	6½	5½	9	8	7	7
45	7	5	8½	7	6½	10	9	7	7
50	7	5½	8½	7	6½	10	9	7	7
55	7	5½	9	7	6½	10½	9½	8	8
60	7	5½	9	7	6½	10½	9½	8	8
65	7	6½	10	7½	6½	10½	10	8	8½

Miles	Iowa	Minnesota	S. D. East of Missouri River	Nebraska	Missouri	Kansas	Illinois	Wisconsin: Brick	Wisconsin: Tile (Hollow Building or Drain)
70	7	6½	10	7½	7	10½	10	8½	8½
75	8	6½	10½	8	7	11	11	8½	8½
80	8	7	10½	8	7	11	11	8½	9
85	8	7	11	8½	7	11	11½	9	9
90	8	7	11	8½	7	11	11½	9	9
95	8	7	11	9	7	11½	12	9	10
100	8½	7	11	9	7	11½	12	9	10
125	9	8½	12½	10	8	12	13	10	11
150	10	9	13½	11	8½	12½	14	10	12
175	10	10	14	11½	9	13½	14½	10½	13½
200	10½	11	14½	12	10	14	15½	10½	14½
250	11	12	16	13½	11	15½	17	11½	16
300	11½	13½	17½	15	11½	16	18½	12½	17½
350	11½	14½	19	16	12½	18½	----	14	19
400	12	16	19½	17	13½	19½	----	15½	20½
450	14½	----	----	18	----	20½	----	----	----
500	17	----	----	19	----	22½	----	----	----

TARIFF REFERENCES

Wisconsin—C. & N. W. G. F. D. 8437-E, I. C. C. 9024.
Iowa—E. B. Boyd's Trf. 100-B, I. C. C. A-1331.
Minnesota—C. & N. W. G. F. D. 14757-E, I. C. C. 9017.
South Dakota—C. & N. W. G. F. D. 9415-E, I. C. C. 8899.
Nebraska—C. & N. W. G. F. D. 1602-E, I. C. C. 8547.
Missouri—C., B. & Q. G. F. O. 6208-H, I. C. C. 15400.
Kansas—E. B. Boyd's Trf. 146-B, I. C. C. A-1304.
Illinois—C. & N. W. G. F. D. 6822-J, I. C. C. 8605.

The following statement indicates that the present Iowa rates are somewhat higher than "representative rates from Chicago to points in Illinois and Wisconsin." (C. M. & St. P. Ry.—Cull Ex. 1.)

REPRESENTATIVE RATES FROM CHICAGO TO POINTS IN ILLINOIS AND WISCONSIN COMPARED WITH RATES FOR SIMILAR DISTANCES UNDER PRESENT IOWA BRICK RATES

From Chicago, Ill., to	Distance	Rate	Iowa
Bensonville, Illinois	17	3.5	5
Itasca, Illinois	21	4.25	5
Roselle, Illinois	25	4.25	5
Elgin, Illinois	37	5	6
Pingree Grove, Illinois	45	5	6
Genoa, Illinois	59	5.75	6.5
Kirkland, Illinois	68	5.75	7
Davis Jct., Illinois	80	6.5	7
Leaf River, Illinois	97	7.25	7
Lanark, Illinois	120	8	8
Savanna, Illinois	138	8.75	9
Freeport, Illinois	132	7.25	9
Beloit, Wisconsin	98	7.25	7
Janesville, Wisconsin	99	7.25	7
Watertown, Wisconsin	129	8.75	8.5
Portage, Wisconsin	177	9	10
New Lisbon, Wisconsin	221	10.5	11

TARIFF AUTHORITY.

C. M. & St. P. Ry. No. 6076-G. Agt. Boyd's Tariff 160-B.

Other rate comparisons taken from the same tariff.

RATES IN CENTS PER 100 POUNDS ON COMMON BRICK, FROM DEERFIELD, ILL., TO STATIONS ON THE C., M. & ST. P. RAILWAY, AS CONTRASTED WITH SINGLE LINE RATES IN IOWA

To	Rates	Distance	Iowa Rates	
			Commodity	Class E
Shermerville, Illinois	2.5	3	6.5	5
Glenview, Illinois	2.5	7	6.5	5
Golf, Illinois	2.5	8	6.5	5
Morton Grove, Illinois	2.5	10	6.5	5
Edgebrook, Illinois	2.5	13	6.5	5
Forest Glenn, Illinois	2.5	14	6.5	5
Mayfair, Illinois	2.5	15	6.5	5
Grayland, Illinois	2.5	16	6.5	5
Healy, Illinois	2.5	18	6.5	5
Chicago, Illinois	2.5	24	7	5
Calvary, Illinois	3	35	7	5½
Mainstreet, Illinois	3	36	7	6
Evanston, Illinois	3	36	7	6
Noyes Street, Illinois	3	37	7	6
Deering, Illinois	2.5	28	7	5½
Division St., Chicago, Illinois	2.5	26	7	5½
Hermosa, Illinois	2.5	19	6.5	5
Cragin, Illinois	2.5	20	6.5	5
Galewood, Illinois	2.5	22	7	5
Dunning, Illinois	2.5	25	7	5
Mont Clare, Illinois	2.5	23	7	5
Franklin Park, Illinois	2.5	25	7	5

AUTHORITY: C., M. & St. P. 6076-G, I. C. C. B-4772. E. B. Boyd's 160-B, I. C. C. A-1331.

Other comparisons follow:

RATES ON BRICK, CARLOADS, IN CENTS PER TON OF 2,000 POUNDS EAST ST. LOUIS, ILL.

To	Miles	Rate	Iowa Rate	
			Brick Commodity Rate	Class E
Barco, Illinois	9	90	130	100
Mont, Illinois	19	90	130	100
Marine, Illinois	27	105	140	110
Alhambra, Illinois	34	105	140	110
McKenney, Illinois	39	120	140	120
Mt. Olive, Illinois	47	120	140	130
Litchfield, Illinois	55	135	140	130
Shopcreek, Illinois	62	145	140	140
Mt. Pulaski, Illinois	122	145	180	170
Farmers City, Illinois	160	185	200	210
Kumber, Illinois	165	185	200	210
Belleflower, Illinois	169	195	200	220
Gibson City, Illinois	181	195	210	230
Roberts, Illinois	185	195	210	230

I. C. Trf. 383-I, I. C. C. A-9857
Boyd's Trf. 160-B, I. C. C. A-1331

STREATOR, ILLINOIS

To	Miles	Rate	Iowa Rate	
			Brick Commodity Rate	Class E
Richards, Illinois	4	90	130	100
Ottawa, Illinois	17	90	130	100
Dayton, Illinois	21	105	140	100
Sheridan, Illinois	26	105	140	110
LaSalle, Illinois	26	90	140	110
Spring Valley, Illinois	31	90	140	110
Kasbeer, Illinois	52	135	140	130
Deer Grove, Illinois	67	150	140	140
Denrock, Illinois	83	150	160	140
Hillsdale, Illinois	95	165	160	140

C., B. & Q. G. F. O. 3100-G, I. C. C. 15512.
Boyd's Trf. 160-B, I. C. C. A-1331

CHICAGO, ILLINOIS

To	Miles	Rate	Iowa Rate	
			Brick Commodity Rate	Class E
Oak Park, Illinois	10	90	130	100
Lombard, Illinois	20	90	130	100
Winfield, Illinois	28	105	140	110
Geneva, Illinois	36	120	140	120
Elburn, Illinois	44	120	140	120
Maple Park, Illinois	51	135	140	130
Malta, Illinois	64	135	140	140
Rochelle, Illinois	75	150	160	140
Ashton, Illinois	83	150	160	140
Dixon, Illinois	97	165	170	140
Sterling, Illinois	109	180	170	150
Morrison, Illinois	123	180	180	170
Fulton, Illinois	135	190	180	180

C. & N. W. G. F. D. 8256-N, I. C. C. 8713
Boyd's Trf. 160-B, I. C. C. A-1331

In a very interesting exhibit presented by Mr. E. G. Wylie, for the complainants, 285 different interstate rates are shown, for distances 16 to 500 miles inclusive. On hauls up to 160 miles the interstate rates are lower than the present Iowa scale; on distances beyond that the advantage is sometimes with the Iowa rate; at others, with the interstate scales. Many of the rates quoted are from and to points in Iowa and points in Illinois and Missouri. Tarriff references: C., R. I. & P., I. C. C. C-11070; C., M. & St. P., I. C. C. B-4772; C. & N. W., I. C. C. 8713; C., B. & Q., I. C. C. 15512; C. & N. W., I. C. C. 8454; C., M. & St. P., I. C. C. B-3307. This exhibit showed twenty-eight rates of 3.6c per 100 pounds for distances 16.8 to 46.5 miles; two 4.2c rates, 21 and 58.7 miles; twenty-eight 4.5c rates, 16.8 and 46.5 miles; three 4.8c rates, 45 and 62.4 miles; two 5.25c rates, 21 and 58.7 miles; one 5.4c rate, 83.1 miles; five 6c rates, 45 to 111.4 miles, etc.

It is our opinion that the present Iowa commodity brick and other clay products rate is too high on the short hauls, compared with rates now in effect in competitive territory, and we find that, effective, upon proper notice, the schedule of reasonable maximum rates of charges for the transportation of clay products, as indicated, should be as follows:

Rates named apply on

Brick (except bath and enameled).

Brick, cement or concrete.

Blocks (cement, concrete, artificial stone), building or paving, plain or ornamental.

Blocks (hollow building).

Blocks (solid building),

Blocks (segment sewer),

Clay conduits.

Creosoted paving blocks.

Drain tile.

Drain tile, cement or concrete.

Ground gannister.

Hollow building tile.

Fire clay tile (not glazed or enameled.)

Fire clay, in straight carloads, or mixed with fire brick.

Tank tile or blocks, furnace tile or blocks, fire clay flattening blocks, straight carloads or mixed with fire brick and fire clay.

Slabs (concrete or cement, reinforced), building or roofing.

Minimum weight 50,000 pounds, except as follows:

EXCEPTIONS

Where for carrier's convenience a car of less than 50,000 pounds capacity is furnished, the minimum weight will be the marked capacity of the car.

Drain tile in straight carloads, minimum weight 30,000 pounds.

Hollow building tile of blocks, in straight carloads, minimum weight 40,000 pounds.

Miles	Rate	Miles	Rate
5	4.5	80	6.5
10	4.5	85	6.5
15	4.5	90	7.
20	4.5	95	7.
25	4.5	100	7.
30	5.	105	7.5
35	5.	110	7.5
40	5.	115	7.5
45	5.5	120	8.
50	5.5	125	8.
55	5.5	130	8.5
60	6.	135	8.5
65	6.	140	9.
70	6.	145	9.
75	6.5	150	9.5

Miles	Rate	Miles	Rate
155	9.5	310	11.5
160	10.	320	11.5
165	10.	330	11.5
170	10.	340	11.5
175	10.	350	11.5
180	10.	360	11.5
185	10.5	370	11.5
190	10.5	380	11.5
195	10.5	390	12.
200	10.5	400	12.
210	10.5	410	12.5
220	11.	420	13.
230	11.	430	13.5
240	11.	440	14.
250	11.	450	14.5
260	11.	460	15.
270	11.5	470	15.5
280	11.5	480	16.
290	11.5	490	16.5
300	11.5	500	17.

Much testimony was introduced, and discussion had, with reference to the joint rates which should be applied to shipments of brick and allied articles over two or more railroads in Iowa. On the short haul the application of the present eighty per cent scale makes a high rate, but on the longer haul this excessive rate is gradually reduced to the vanishing point, and the single line rate applies. It is our opinion that upon shipments over two or more lines, the point rate shall not exceed the single line rate, plus one cent per 100 pounds for the combined distance haul of not to exceed 100 miles; for joint hauls exceeding a combined distance of 100 miles one-half of one per cent per 100 pounds may be added to the single line rate for such combined distance. We leave it to the carriers to determine the basis upon which the revenue shall be divided upon joint hauls. If they are unable to agree as to divisions of joint through rates and charges, this board will, upon proper application, determine such divisions.

It is hereby ordered that schedules, rules and regulations as found herein to be just, reasonable, maximum charges shall be published in accordance with the law, and they shall become effective on and after June 20, 1923, and the schedules, rules and regulations now in effect contrary to these findings shall be cancelled.

No. 10256—1923.

IOWA FARM BUREAU FEDERATION, BY J. H. HENDERSON, COMMERCE COUNSEL,
Complainants,

v.

CARRIERS, *Defendants.*

Decided February 9, 1923.

PETITION FOR REDUCED RATE ON AGRICULTURAL LIMESTONE.

Upon evidence submitted,

Held, Upon agricultural limestone, for soil treatment, the reasonable maximum rate to apply within Iowa, on intrastate traffic, shall be as set out in decision;

Ordered, that such scale shall become effective March 1, 1923, on single line hauls, minimum of 90% marked capacity of car, but not less than 40,000 lbs. on all loadings. Rates for Joint Hauls established.

For the Petitioners—Walter Condran, Asst. Commerce Counsel; C. B. Hutchings, American Farm Bureau Federation, 58 E. Washington St., Chicago, Illinois; J. F. Coupe, Iowa Farm Bureau Federation, Des Moines, Iowa.

For the Carriers—H. A. Benjamin, G. F. & P. A., W. C. F. & N. Ry. Co., Waterloo, Iowa; F. K. Crosby, A. G. F. A., C. R. I. & P. Ry. Co., Chicago, Illinois; O. T. Cull, A. G. F. A., C. M. & St. P. Ry. Co., Chicago, Illinois; G. A. Hoffelder, C. B. & Q. R. R. Co., Chicago, Illinois; B. F. Parsons, A. G. F. A., C. G. W. R. R. Co., Chicago, also for C. & N. W. Ry. Co., C. St. P. M. & O. Ry. Co., and Illinois Central R. R. Co.

The petition in this case was filed in this office on May 25, 1922, by Hon. J. H. Henderson, Commerce Counsel, as representing the complainants therein. After due notice and publication, as required by law, this case came on for hearing, in the office of the Board, at Des Moines, Iowa, on October 12, 1922, and was heard and submitted, the filing of arguments being waived by both parties.

The preponderance of the evidence, by expert witnesses, among them Professor H. W. Warner, of the Extension Service of the Iowa State College at Ames, was to the effect that a large proportion of the soil in Iowa bears a large percentage of acidity, and that 75% of it would be greatly benefited by the application of limestone; that the east half, the south central and the southwestern parts of the state are badly in need of liming; that in these sections 90% of the soils need from two to four, or more, tons of ground limestone per acre; that in 1920 a total of 2910 soil samples were tested for acidity by county agents in 83 counties in Iowa, and of this number 90% were found to be acid. The soils analyst at Iowa State College tested more than 500 samples of soil in 1921, and of this number 10% showed the presence of alkali, 10% showed slightly acid, and 80% showed a lime requirement of two to four tons per acre. Liming benefits soils and crops in many ways:

1st. Corrects acidity.
2nd. Furnishes available calcium to crops.
3rd. Makes manures and fertilizers more effective.
4th. Favors soil bacteria that make more plant food available.
5th. Helps control plant disease and insects.
6th. Long continued liming improves heavy soils.

It is mainly as a corrector of soil acidity that limestone is being used on Iowa soils.

Several raw and manufactured products may be used for liming soils:

1. Ground limestone or limestone screenings.
2. Burned or slaked limes.
3. Waste lime from sugar factories.
4. Waste lime from railway settling tanks.
5. Pulverized clam or mussel shells.
6. Refuse from carbide light plants.

Ground limestone or limestone screenings is the material commonly used and recommended for use on Iowa soils. Any of the other materials may be used, however, if available in sufficient quantities and at reasonable prices. Agricultural limestone, as put out by the stone quarries, is, in most cases, a by-product. It consists of the dust and finely ground material screened out of the crushed building rock.

Extensive deposits of limestone occur in many counties in Iowa. In some localities these deposits are being utilized by farmers who operate portable crushers to pulverize the limestone for local use. Particularly large deposits of limestone are found in eastern and central Iowa; it is given away or sold at a very low price, and, when used for the purpose of enriching the soil, should take a considerably lower rate than crushed stone used for other purposes.

We, therefore, find that upon agricultural limestone, for soil treatment, the reasonable maximum rate to apply within Iowa, on intrastate traffic, shall be as set out below, and it is ordered that such scale become effective March 1, 1923, on single line hauls, with a minimum of 90% of the market capacity of the car, but not less than 40,000 pounds on all loadings:

RATES ON AGRICULTURAL LIMESTONE IN CENTS PER TON, EFFECTIVE MARCH 1, 1923.

Miles	Rates in Iowa	Miles	Rates in Iowa
5	40	95	85
10	41	100	88
15	45½	105	92
20	50	110	96
25	54½	115	99
30	55	120	102
35	57	125	105
40	59	130	107
45	61	135	109
50	63	140	111
55	65	145	113
60	67	150	115
65	69	155	117
70	71	160	119
75	73	165	121
80	76	170	123
85	79	175	125
90	82	180	127

Miles	Rate	Miles	Rate
185	129	240	147
190	131	250	150
195	133	260	153
200	135	270	156
210	138	280	159
220	141	290	162
230	144	300	165

For distances over 300 miles, the rates for transporting Agricultural Limestone, carloads, over the various railroads in the state shall be at the same ratio of increase as the rate for the preceding 100 miles in the above schedule.

For joint hauls, over two or more lines, eighty (80) per cent of the sum of the local charges for the distance each railroad hauls the freight shall be charged in accordance with Joint Rate Order No. 4 of this Board effective May 1, 1913.

No. 10257—1923.

DES MOINES & CENTRAL IOWA RAILROAD COMPANY, *Petitioner*,

Decided September 8, 1923.

SWITCHING CHARGES AT COLFAX—TO PLANT OF EMIL RASMUSSEN COMPANY.

Charge of $3.60 per car approved, effective August 20, 1923.

Upon application of the Des Moines and Central Iowa Railroad Company, of September 6, 1923, for an order approving of switching charge of three dollars and sixty cents ($3.60) per car to the plant of the Emil Rasmussen Construction Company, Colfax, Iowa, to become effective August 20, 1923, which rate is indicated by Item No. 147, of Supplement No. 3 to D. M. & C. I. R. R., G. F. D., No. 100, issued August 16, 1923, effective September 20, 1923, which effective date as to this particular item, by an inadvertence, was made September 20 instead of August 20, 1923; the Board of Railroad Commissioners for good cause shown will permit the reissuance of this item in the tariff indicated, effective as of August 20, 1923, to be filed and published in accordance with the rules of the company, and it is so ordered.

No. 10258—1923.

KOSS CONSTRUCTION COMPANY, DES MOINES, BY J. H. HENDERSON, COMMERCE COUNSEL, *Complainant*,

v.

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY, *Defendant*.

SPUR TRACK.

Upon evidence submitted,

Held, that spur track at point proposed by complainant would be dangerous and inadvisable; although a sidetrack with two turnouts is not ideal, under the circumstances, the Board believes that it should be built, all at the expense of the complainant company, with authority to remove at their expense when the work is completed.

For the Applicant—J. H. Henderson, Commerce Counsel, Des Moines, Iowa; Geo. W. Koss, Des Moines, Iowa; H. H. Decker, Des Moines, Iowa.

For the C., B. & Q. R. R. Co.—J. C. Pryor, Asst. District Atty., Burlington, Iowa; W. A. Card, Genl. Supt., Burlington, Iowa; G. A. Laubenfels, District Engr., Burlington, Iowa; H. A. Pence, Divn. Freight Agent, Burlington, Iowa.

The petition in this case was filed with the Board on August 1, 1923, by Hon. J. H. Henderson, Commerce Counsel, under the provisions of Chapter 86 of the Laws of the 39th General Assembly.

In this petition the complainants ask that the Chicago, Burlington & Quincy Railroad Company be required to build a spur track between the towns of Burch and Norwalk, on the Des Moines—Cainsville branch of the defendant's line, the location thereof being more specifically described as follows:

> "Said railroad as now constructed and operated crossed the Southeast Quarter (SE¼) of the Southwest Quarter (SW¼) of Section Thirty (30), in Township Seventy-eight (78) North, of Range Twenty-four (24), West of the Fifth P. M. Iowa, and also crosses the highway where the complainants have the contract for said concrete paving.
>
> "That the complainant, in the construction of the said pavement, is required to have a spur track from the main line of the railroad, between 1200 and 1300 feet north of said highway where it leaves the track of the said railroad company, thence extending south to the said highway, and which can be laid on the old dump or grade, and that the complainant cannot reasonably comply with its contract and complete said pavement, without there is installed a spur from said point running south to the said highway. That the said highway is known as Primary Road No. 15, as established by the State Highway Commission."

After due notice, this petition was set down for hearing, in the office of the Board, at 10 o'clock A. M., August 28, 1923, and was fully heard and submitted.

The plaintiff company has a contract for the construction of two and one-half (2½) miles of concrete road near the above described point, and alleges that it is the nearest available location for a spur track upon which to deliver approximately four hundred (400) carloads of material to be used in the construction of the road. The expense of hauling from the Interurban or the Great Western Railroad would be several thousand dollars in excess of what it would be from this proposed spur track. They, therefore, ask that it be built, the entire expense thereof to be borne by the applicant, they also to bear the expense of removal thereof when the work is completed.

The testimony of the defendant railroad company was to the effect that inasmuch as the proposed track would be on a grade of from 1.14 per cent to 1.99 per cent, it would not only be dangerous from an operating standpoint, but most expensive, on account of their being obliged to use a special train most of the time in delivering the material to the complainants. For this reason the railroad company offered a compromise location, a mile distant, where the track is practically level. The complainant company, however, claims that it cannot use this location,

on account of the extra haul and the lack of roads, and as the expense of hauling from the Inter-urban Railroad would be something over seven thousand ($7,000) dollars more than it would from the proposed spur track location, it would be prohibitive. On the other hand, if the spur track is located at the point described by the plaintiff company it is claimed by the railroad it would absorb practically all the revenue of the railroad company, due to the added cost of operation. Testimony by the railroad officials was that much of the danger, and some of the expense of operation, might be eliminated by using two turn-outs, or making it a regular passing track. The plaintiff company expressed its willingness to pay all the expense if this could be done, but the defendant company was unwilling to allow this, largely on account of excessive cost of operation.

The Commission believes that a spur track at the point proposed by the plaintiff would be dangerous and inadvisable. Although a side track with two turn-outs is not ideal, under the circumstances, the Board believes that it should be built, all at the expense of the plaintiff company, with authority to remove at their expense when the work is completed. We therefore, make this finding, and make no more definite order at this time. However, the file will be held open pending such further consideration and subsequent orders as may be right and proper.

Electric Transmission Line Franchises and Matters Pertaining Thereto

No. 10259—1923.

Commonwealth Utilities Co., Albert Lea, Minn. Franchise in Kossuth County—Ledyard to Swea City.

The Board held hearing in this application on July 7, 1920, and on April 3, 1923, franchise was granted upon the following route:

Beginning at a point near the northwest corner of the northeast quarter of Section four (4), Township ninety-nine (99) north, Range twenty-eight (28) west of the fifth (5) P. M., Kossuth County, Iowa, thence west in the south margin of the highway along the north section line of said Section four (4), Sections five and six (6), said Township and Range, and Sections one (1), two (2), three (3), four (4) and five (5), Township ninety-nine (99) north, Range twenty-nine (29) west of the fifth (5) P. M., a distance of approximately seven and one-half (7½) miles to the northwest corner of said Section five (5); thence south in the east margin of the highway along the west section line of said Section five (5) and Sections eight (8) and seventeen (17), of the last named Township and Range, a distance of approximately two and three-fourths (2¾) miles to the north corporate limits of the town of Swea City, Kossuth County, Iowa.

No. 10260—1923.

Truro Light & Power Co., Truro. Franchise in Madison County—Truro to East Peru.

The Board held hearing in this application on December 7, 1920, and on January 26, 1923, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Truro, Madison County, Iowa, where said corporate limits is intersected by a diagonal highway extending northwesterly in the northwest quarter of Section sixteen (16), Township seventy-four (74) north, Range twenty-six (26) west of the fifth (5) P. M.; thence northwesterly in the northeasterly margin of said highway, a distance of approximately four-tenths (4/10) of a mile, to the north margin of an east and west highway extending along the south section line of a part of Section nine (9), and Sections eight (8) and seven (7), said Township and Range; thence west in the north margin of the last named highway, a distance of approximately one and three-fourths (1¾) miles, to the north and south highway in the south half of said Section seven (7); thence north in the west margin of the last named highway, a distance of approximately one-half (½) of a mile, to the highway approximately along the east and west center section line of said Section seven (7), and Section twelve (12), Township seventy-four (74) north, Range twenty-seven (27) west of the 5th P. M.; thence west in the south margin of the last named highway, a distance of approximately one (1) mile, to the north and south highway in the west half of said Section twelve (12); thence north in the west margin of the last named highway, a distance of approximately one-fourth (¼) of a mile, to the point where said north and south highway turns northwesterly in the northwest quarter of said Section twelve (12); thence northwesterly and southwesterly in the northerly margin of the last named highway, a distance of approximately three-tenths (3/10) of a mile, to approximately the west section line of said Section twelve (12); thence westerly in the southerly margin of the last described highway, a distance of approximately one-fourth (¼) of a mile, to the east corporate limits of the town of Peru.

No. 10261—1923.

New Virginia Light & Power Co., Truro. Franchise in Madison and Warren Counties.

The Board held hearing in this application on June 20, 1922, and on April 3, 1923, franchise was granted upon the following route:

Beginning at the northeast corner of Section thirty-three (33), Township seventy-four (74) north, Range twenty-five (25) west of the fifth (5) P. M., Warren County, Iowa, thence west in the south margin of the highway along the north section line of said Section thirty-three (33), and Section thirty-two (32), said Township and Range, a distance of approximately two (2) miles, to the northwest corner of said Section thirty-two (32); thence diagonally across said highway to the southeast corner of Section thirty (30), said Township and Range, and continuing west in the north margin of the highway along the south section line of said Section thirty (30), a distance of approximately one (1) mile, to the southwest corner of said Section thirty (30); thence diagonally across the last named highway to the northeast corner of Section thirty-six (36), Township seventy-four (74) north, Range twenty-six (26) west of the fifth (5) P. M., Madison County, Iowa, and continuing west in the south margin of the highway along the north section line of said Section thirty-six (36), a distance of approximately one (1) mile, to a point on the north section line of Section thirty-five (35), of the last named Township and Range, where said highway turns in a southerly direction into the northeast quarter of the northeast quarter of said Section thirty-five (35); thence across the last named highway and continuing west in the north margin of the east and west highway along the south section line of Section twenty-six (26), of the last named Township and Range, a distance of approximately one (1) mile, to a point where said highway turns northwesterly into the southwest quarter of the southwest quarter of said Section twenty-six (26); thence across the last named highway and continuing westerly in the southerly and south margins thereof, along the north line of Section thirty-four (34), of the last named Township and Range, a distance of approximately one (1) mile, to the northwest corner of said Section thirty-four (34).

No. 10262—1923.

Iowa Southern Utilities Co., Centerville. Franchise in Ringgold County.

The Board held hearing in this application on October 17, 1922, and on January 26, 1923, franchise was granted upon the following route:

Beginning at a point in the highway near the southeast corner of Section thirty-one (31), Township sixty-nine (69) north, Range twenty-nine (29) west of the fifth (5) P. M., Ringgold County, Iowa, thence west in the north margin of the highway along the south section line of said Section thirty-one (31) and Sections thirty-six (36), thirty-five (35) and thirty-four (34), Township sixty-nine (69) north, Range thirty (30) west of the fifth (5) P. M., a distance of approximately four (4) miles, to the southwest corner of said Section thirty-four (34); thence north in the east margin of the highway along the west section line of said Section thirty-four (34), a distance of approximately one-half (½) of a mile, to the southwest corner of the northwest quarter of said Section thirty-four (34); thence west in the north margin of the highway approximately along the east and west center section line of Section thirty-three (33), and Section thirty-two (32), of the last named Township and Range, a distance of approximately one and one-half (1½) miles, to the southwest corner of the northeast quarter of said Section thirty-two (32).

No. 10263—1923.

M. J. Mulvihill, P. J. Brechtel and J. S. Reynolds, Salix. Franchise in Woodbury County.

The Board held hearing in this application on November 28, 1922, and on January 26, 1923, franchise was granted upon the following route:

Beginning at a point in the highway along the north section line of Section twenty-seven (27), Township eighty-seven (87) north, Range forty-seven (47) west of the fifth (5) P. M., Woodbury County, Iowa, where said highway is intersected by a diagonal highway running in a northwesterly and southeasterly direction through said Section twenty-seven (27), and the west half of Section twenty-two (22), said Township and Range, and which is parallel to and abutting upon the east right of way line of the Chicago & North Western Railway Company; thence west in the south margin of the highway along the north section line of said Section twenty-seven (27), a distance of approximately three-eighths (⅜) of a mile, to the northwest corner of said Section twenty-seven (27); thence south in the east margin of the highway along the west section line of said Section twenty-seven (27), a distance of approximately twenty-two (22) rods.

No. 10264—1923.

Iowa Southern Utilities Co., Centerville. Franchise in Ringgold County.

The Board held hearing in this application on November 28, 1922, and on January 26, 1923, franchise was granted upon the following route:

Beginning at a point in the public highway near the northeast corner of southwest quarter of Section thirteen (13), Township sixty-eight (68) north, Range thirty-one (31) west of the fifth (5) P. M., Ringgold County, Iowa, thence south in the west margin of the highway approximately along the north and south center section line of said Section thirteen (13), and Section twenty-four (24), said Township and Range, a distance of approximately three-fourths (¾) of a mile, to the northeast corner of the southwest quarter of said Section twenty-four (24); thence east in the south margin of the highway approximately along the east and west center section line of said Section twenty-four (24) and Section nineteen (19), Township sixty-eight (68) north, Range thirty (30) west of the fifth (5) P. M. a distance of approximately three-fourths (¾) of a mile, to the place where said east and west highway turns to the south in the west half of said Section nineteen (19); thence south in the west margin of the last described highway, a distance of approximately one-fourth (¼) of a mile, to the place where said highway turns east in the southwest quarter of said Section nineteen (19); thence east in the north margin of said highway which extends approximately along the east and west center line of the south half of said Section nineteen (19), a distance of approximately three-fourths (¾) of a mile, to the southwest corner of the northwest quarter of the southwest quarter of Section twenty (20), last described Township and Range; thence south in the east margin of the highway along the west section of said Section twenty (20) and Section twenty-nine (29), of the last named Township and Range, a distance of approximately three-eighths (⅜) of a mile, to the north corporate limits of the town of Delphos, Ringgold County, Iowa.

Beginning at the northeast corner of the southwest quarter of Section twenty-four (24), Township sixty-eight (68) north, Range thirty-one (31) west of the fifth (5) P. M., thence west in the south margin of the highway approximately along the east and west center section line of said Section twenty-four (24), a distance of approximately one-fourth (¼) of a mile.

No. 10265—1923.

Iowa Light, Heat & Power Co., Carroll. Franchise in Sioux County.

The Board held hearing in this application on November 29, 1922, and on September 24, 1923, franchise was granted upon the following route:

Beginning at a point in the public highway near the Northeast corner of Section one (1), Township ninety-four (94) north, Range forty-three (42) west of the fifth (5) P. M., Sioux County, Iowa, thence west in the south margin of the highway along the north section line of said Section one (1), a distance of approximately one (1) mile, to the northwest corner of said Section one (1); thence south in the east margin of the highway along the west section line of said Section one (1), a distance of approximately six-tenths (6/10) of a mile, to the south right of way line of the Chicago & North Western Railroad Company, as same is now located across the last named highway; thence diagonally across the last named highway and continuing south in the west margin thereof, a distance of approximately four-tenths (4/10) of a mile, to the southeast corner of Section two (2), said Township and Range.

No. 10266—1923.

Iowa Light, Heat & Power Co., Carroll. Franchise in Carroll County.

The Board held hearing in this application on November 29, 1922, and on April 3, 1923, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Carroll, Carroll County, Iowa, where said corporate limits is intersected by a diagonal highway extending in a northwesterly and southeasterly direction, parallel to and abutting upon the south right of way line of the Chicago & North Western Railroad Company in the north half of Section twenty-three (23), Township eighty-four (84) north, Range thirty-five (35) west of the fifth (5) P. M., thence northwesterly in the southwesterly margin of said highway, a distance of approximately one-half (½) of a mile, to the north section line of said Section twenty-three (23).

No. 10267—1923.

Iowa Light, Heat & Power Co., Carroll. Franchise in Carroll County.

The Board held hearing in this application on November 29, 1922, and on April 3, 1923, franchise was granted upon the following route:

Beginning at the east corporate limits of the city of Carroll, Carroll County, Iowa, where said corporate limits is intersected by an east and west highway along the south section line of Sections nineteen (19) and twenty (20), Township eighty-four (84) north, Range thirty-four (34) west of the fifth (5) P. M., thence east in the north margin of said highway, a distance of approximately one and one-half (1½) miles, to the southeast corner of said Section twenty (20); thence south in the highway along the east section line of Section twenty-nine (29), said Township and Range, a distance of approximately three hundred (300) feet.

No. 10268—1923.

Incorporated Town of Treynor. Franchise in Mills and Pottawattamie Counties.

The Board held hearing in this application on December 19, 1922, and on April 10, 1923, franchise was granted upon the following route:

Beginning at a point near the southwest corner of the northwest quarter of Section eight (8), Township seventy-three (73) north, Range forty-two (42) west of the fifth (5) P. M., Mills County, Iowa, thence north in the east margin

of the highway along the west section line of said Section eight (8), a distance of approximately one-half (½) of a mile to the northwest corner of said Section eight (8); thence diagonally across said highway to the southeast corner of Section six (6), said Township and Range, and continuing north in the west margin of the highway along the east section line of said Section six (6), a distance of approximately one (1) mile to the northeast corner of said Section six (6); thence diagonally across the highway to the southwest corner of Section thirty-two (32), Township seventy-four (74) north, Range forty-two (42) west of the fifth (5) P. M., Pottawattamie County, Iowa; thence east in the north margin of the highway along the south section line of said Section thirty-two (32), a distance of approximately one-fourth (¼) of a mile to the east margin of the north and south highway extending thru the west half of said Section thirty-two (32); thence north in the east margin of said north and south highway, a distance of approximately one-eighth (⅛) of a mile; thence diagonally across said north and south highway and continuing north in the west margin thereof thru said Section thirty-two (32), Section twenty-nine (29), and into Section twenty (20), both of the last named Township and Range, a distance of approximately two (2) miles, to the intersection of the last named highway with a highway running in an easterly and westerly direction thru the south half of said Section twenty (20); thence easterly and southeasterly in the south margin of the last named highway, a distance of approximately one-half (½) of a mile to the north section line of said Section twenty-nine (29); thence east in the south margin of the highway along the north section line of said Section twenty-nine (29) and Section twenty-eight (28), of the last named Township and Range, a distance of approximately one and one-fourth (1¼) miles to the northeast corner of said Section twenty-eight (28); thence diagonally across the highway to the southeast corner of Section twenty-one (21), of the last named Township and Range; thence north over private right of way along the east section line of said Section twenty-one (21), a distance of approximately one-fourth (¼) of a mile to the south margin of an east and west highway in the southwest quarter of Section twenty-two (22), of the last named Township and Range; thence continuing north in the west margin of a highway along the east line of said Section twenty-one (21), a distance of approximately three-fourths (¾) of a mile to the northeast corner of said Section twenty-one (21); thence east in the south margin of the highway along the north section line of said Section twenty-two (22), a distance of approximately one-half (½) of a mile to the northeast corner of the northwest quarter of said Section twenty-two (22); thence north in the west margin of the highway approximately along the north and south center section line of Section fifteen (15), of the last named Township and Range, a distance of approximately three-fourths (¾) of a mile; thence northeasterly across the last named highway and over private property in the northwest quarter of the northeast quarter of said Section fifteen (15), to the south margin of the highway along the north line of the east half of said Section fifteen (15); thence east in the south margin of the last named highway and the highway along the north line of Section fourteen (14), of the last named Township and Range, a distance of approximately one and one-fourth (1¼) miles, to the northeast corner of said Section fourteen (14); thence diagonally across the north and south highway along the west section line of Section twelve (12), of the last named Township and Range; thence north in the east margin of said north and south highway, a distance of approximately one (1) mile to the northwest corner of said Section twelve (12); thence east in the south margin of the highway along the north section line of said Section twelve (12), a distance of approximately three-fourths (¾) of a mile; thence diagonally across the last named highway and continuing east in the north margin thereof, a distance of approximately one-fourth (¼) of a mile to the west corporate limits of the town of Treynor, Pottawattamie County, Iowa.

Also beginning at the northeast corner of Section fourteen (14), Township seventy-four (74) north, Range forty-two (42) west of the fifth (5) P. M., thence south in the west margin of the highway along the east section line of said Section fourteen (14), a distance of approximately one-half (½) of a mile.

No. 10269—1923.

Otranto Electric Co., Otranto. Franchise in Mitchell County.

The Board held hearing in this application on December 11, 1922, and on April 3, 1923, franchise was granted upon the following route:

Beginning at the southeast corner of Section five (5), Township ninety-nine (99) north, Range eighteen (18) west of the fifth (5) P. M., Mitchell County, Iowa, thence north in the west margin of the highway extending along the east section line of said Section five (5), and Sections thirty-two (32) and twenty-nine (29), Township one hundred (100) north, Range eighteen (18) west of the fifth (5) P. M. a distance of approximately three (3) miles, to the northeast corner of said Section twenty-nine (29).

No. 10270—1923.

Iowa Light, Heat & Power Co., Carroll. Franchise in Cherokee, Plymouth and Woodbury Counties.

The Board held hearing in this application on February 21, 1923, and on May 3, 1923, franchise was granted upon the following route:

Beginning at a point on the county line between Plymouth and Cherokee Counties near the southwest corner of Section thirty (30), Township ninety (90) north, Range forty-two (42) west of the fifth (5) P. M., Cherokee County, Iowa, thence east in the north margin of the east and west highway along the south section line of said Section thirty (30), and Sections twenty-nine (29), twenty-eight (28), twenty-seven (27), twenty-six (26) and twenty-five (25), said Township and Range, a distance of approximately six (6) miles to the southeast corner of said Section twenty-five (25); thence continuing east in the north margin of the last named highway along the south section line of Section thirty (30), Township ninety (90) north, Range forty-one (41) west of the fifth (5) P. M., a distance of approximately one-half (½) of a mile to the west corporate limits of the town of Washta, Cherokee County, Iowa.

Beginning at a point on the corporate limits of the town of Washta, Cherokee County, Iowa, in Section twenty-nine (29), Township ninety (90) north, Range forty-one (41) west of the fifth (5) P. M. where said corporate limits is intersected by a diagonal highway running in a northeasterly and southwesterly direction; thence northeasterly in the southeasterly margin of said diagonal highway as it is now located in said Section twenty-nine (29), and Sections twenty-eight (28), twenty-one (21), twenty-two (22), fifteen (15), fourteen (14) and eleven (11), said Township and Range, a distance of approximately four and one-half (4½) miles to the south corporate limits of the town of Quimby, Iowa.

Beginning at the north corporate limits of the town of Quimby, Cherokee County, Iowa, where said corporate limits is intersected by the east section line of Section eleven (11), Township ninety (90) north, Range forty-one (41) west of the fifth (5) P. M., thence north over a private right of way along the east section line of said Section eleven (11) and Section two (2), said Township and Range, a distance of approximately five-eighths (⅝) of a mile to the south margin of a diagonal highway extending in a northeasterly and southwesterly direction thru the southeast quarter of said Section two (2), the north half of Section one (1), said Township and Range, and thru Section thirty-one (31), Township ninety-one (91) north, Range forty (40) west of the fifth (5) P. M., thence north across said diagonal highway to the northerly margin thereof; thence northeasterly in the northerly margin of the last named highway, a distance of approximately one and six-tenths (1 6/10) miles to a point where said highway turns north in the southwest quarter of said Section thirty-one (31); thence across said north and south highway to the east margin thereof; thence north in the east margin of the last named highway to the point where said highway turns northeasterly in the south half of said Section thirty-one (31); thence northeasterly in the southerly margin of said highway, a distance of approximately three-fourths (¾) of a mile to the east section line of said Section thirty-one (31); thence easterly in the southerly margin of the highway which extends in an easterly and westerly direction in the northwest quarter of Section thirty-two (32), of the last named Township and Range, a distance of approximately one-half (½) of a mile to the east margin of the north and south highway in the west half of said Section thirty-two (32).

Beginning at the southwest corner of Section twenty-six (26), Township ninety (90) north, Range forty-two (42) West of the fifth (5) P. M., Cherokee County, Iowa, thence diagonally across the highway to the northeast corner of Section thirty-four (34), said Township and Range; thence south in the west margin of the highway along the east section line of said Section thirty-four (34), a distance of approximately one (1) mile to the northeast corner of Section three (3), Township eighty-nine (89) north, Range forty-two (42) west of the fifth (5) P. M., Woodbury County, Iowa; thence west in the south margin of the highway along the north section line of said Section three (3), a distance of approximately one-half (½) of a mile, to the northeast corner of the northwest quarter of said Section three (3); thence south in the west margin of the highway approximately along the north and south center section line of said Section three (3), and Sections ten (10), fifteen (15), twenty-two (22) and twenty-seven (27), of the last named Township and Range, a distance of approximately five (5) miles to the south section line of said Section twenty-seven (27); thence crossing the last named highway to approximately the northwest corner of the northeast quarter of Section thirty-four (34), of the last named Township and Range; thence southwesterly and southeasterly in the southerly and easterly margin of an irregular highway in the north half of said Section thirty-four (34), a distance of approximately one-half (½) of a mile, to the north corporate limits of the town of Correctionville, Woodbury County, Iowa.

Beginning at the west corporate limits of the town of Correctionville, Woodbury County, Iowa, where said corporate limits is intersected by an east and west highway in the north half of Section one (1), Township eighty-eight (88) north, Range forty-three (43) west of the fifth (5) P. M., thence west in the north margin of said highway, a distance of approximately forty-three hundredths (43/100) of a mile to the point where said highway turns in a southerly direction in the northwest quarter of said Section one (1); thence along said highway in a southerly and westerly direction and in the westerly and northerly margin thereof, a distance of approximately nine-tenths (9/10) of a mile, to the east section line of Section two (2), said Township and Range; thence south in the west margin of the highway along the east section line of said Section two (2) and Section eleven (11), said Township and Range, a distance of approximately one and one-half (1½) miles, to the northeast corner of Section fourteen (14), said Township and Range; thence west in the south margin of the highway along the north section line of said Section fourteen (14), a distance of approximately three-eighths (⅜) of a mile; thence crossing the last named highway and continuing west in the north margin thereof, a distance of approximately one-half (½) of a mile to the point where said highway turns southwesterly in the northwest quarter of the northwest quarter of said Section fourteen (14); thence southwesterly in the southerly margin of said highway as same is now located in said Section fourteen (14) and Sections fifteen (15) and sixteen (16), said Township and Range, a distance of approximately one and three-fourths (1¾) miles to the point where said highway turns in a southerly direction in the south half of said Section sixteen (16); thence south in the east margin of said highway, a distance of approximately one-half (½) of a mile to the south section line of said Section sixteen (16); thence across said highway and continuing in a southerly direction in the westerly margin thereof, a distance of approximately sixty-five hundredths (65/100) of a mile, to the point where said highway turns in a westerly direction in the south half of Section twenty-one (21), said Township and Range; thence westerly in the north margin of said highway, a distance of approximately two-tenths (2/10)

of a mile to the point where said highway turns in a southerly direction in the southwest quarter of said Section twenty-one (21); thence southerly in the west margin of said highway, a distance of approximately thirty-five hundredths (35/100) of a mile, to the north section line of Section twenty-eight (28), said Township and Range; thence across said highway and continuing in a southerly direction in the east margin thereof, a distance of approximately one and two-tenths (1 2/10) miles to the north corporate limits of the town of Anthon, Woodbury County, Iowa.

No. 10271—1923.

Rural Power Co., Davenport. Franchise in Cedar, Clinton, Muscatine and Scott Counties.

The Board held hearing in this application on February 10, 1923, and on June 26, 1923, franchise was granted upon the following route:

Beginning at the northwest corner of Section thirty (30), Township seventy-eight (78) north, Range three (3) east of the fifth (5) P. M., Scott County, Iowa, thence east in the south margin of the highway along the north section line of said Section thirty (30) and Section twenty-nine (29), said Township and Range, a distance of approximately two (2) miles, to the northeast corner of said Section twenty-nine (29); thence south in the west margin of the highway along the east section line of said Section twenty-nine (29), a distance of approximately two-tenths (2/10) of a mile, to the place where said highway turns southeasterly into the northwest quarter of Section twenty-eight (28), said Township and Range.

Beginning at a point near the northwest corner of the southwest quarter of the southwest quarter of Section eighteen (18), Township seventy-eight (78) north, Range two (2) east of the fifth (5) P. M., Scott County, Iowa, thence north in the east margin of the highway along the west section line of said Section eighteen (18), a distance of approximately one-fourth (¼) of a mile, to the southwest corner of the northwest quarter of said Section eighteen (18); thence west in the north margin of the highway approximately along the east and west center section line of Section thirteen (13), Township seventy-eight (78) north, Range one (1) east of the fifth (5) P. M., Muscatine County, Iowa, a distance of approximately one (1) mile to the southeast corner of the northeast quarter of Section fourteen (14), of the last named Township and Range; thence north in the west margin of the highway along the east section line of said Section fourteen (14), and Section eleven (11), of the last named Township and Range, a distance of approximately three-fourths (¾) of a mile.

Beginning at a point near the northeast corner of the northwest quarter of Section twenty-six (26), Township seventy-nine (79) north, Range one (1) east of the fifth (5) P. M., Scott County, Iowa, thence west in the south margin of the highway along the north section line of said Section twenty-six (26) and Sections twenty-seven (27) and twenty-eight (28), said Township and Range, a distance of approximately two and one-half (2½) miles, to the northeast corner of Section twenty-nine (29), said Township and Range; thence south in the west margin of the highway along the east section line of said Section twenty-nine (29), a distance of approximately one (1) mile, to the southeast corner of said Section twenty-nine (29); thence west in the north margin of the highway along the south section line of said Section twenty-nine (29), and Section thirty (30), said Township and Range, a distance of approximately two (2) miles to the southeast corner of Section twenty-five (25), Township seventy-nine (79) north, Range one (1) west of the fifth (5) P. M., Cedar County, Iowa; thence north in the west margin of the highway along the east section line of said Section twenty-five (25) and Sections twenty-four (24) and thirteen (13), of the last named Township and Range, a distance of approximately three (3) miles, to the northeast corner of said Section thirteen (13); thence west in the south margin of the highway along the north section line of said Section thirteen (13), a distance of approximately one (1) mile, to the northeast corner of Section fourteen (14), of the last named Township and Range; thence north in the west margin of the highway along the east section line of Section eleven (11), of the last named Township and Range, a distance of approximately one (1) mile, to the northeast corner of said Section eleven (11); thence west in the south margin of the highway along the north section line of said Section eleven (11), a distance of approximately one (1) mile, to the northwest corner of said Section eleven (11), including the streets and alleys of the Unincorporated town of Sunbury, Cedar County, Iowa.

Beginning at the northeast corner of the southeast quarter of Section twenty-five (25), Township seventy-nine (79) north, Range one (1) west of the fifth (5) P. M., Cedar County, Iowa, thence west in the south margin of the highway approximately along the east and west center section line of said Section twenty-five (25), a distance of approximately one-half (½) of a mile.

Beginning at the northwest corner of Section nineteen (19), Township seventy-nine (79) north, Range one (1) east of the fifth (5) P. M., Scott County, Iowa, thence east in the south margin of the highway along the north section line of said Section nineteen (19), a distance of approximately one-half (½) of a mile.

Beginning at the southeast corner of Section thirteen (13), Township seventy-nine (79) north, Range one (1) west of the fifth (5) P. M., Cedar County, Iowa, thence west in the north margin of the highway along the south line of said Section thirteen (13), a distance of approximately one-tenth (1/10) of a mile.

Beginning at the northwest corner of Section eighteen (18), Township seventy-nine (79), north, Range one (1) east of the fifth (5) P. M., Scott County, Iowa, thence east in the south margin of the highway along the north section line of said Section eighteen (18), a distance of approximately one-fourth (¼) of a mile.

Beginning at the west corporate limits of the Incorporated Town of Low Moor, Clinton County, Iowa, where said corporate limits is intersected by an east and west highway along the north section line of Section twenty-seven (27), Township eighty-one (81) north, Range five (5) east of the fifth (5) P. M., thence west in the south margin of the highway along the north section line of said Section twenty-seven (27) and Sections twenty-eight (28), twenty-nine (29) and thirty (30), said Township and Range, and Section twenty-five (25), Township eighty-one (81) north, Range four (4) east of the fifth (5) P. M., a distance of approximately four and three-fourths (4¾) miles, to the northwest corner of said Section twenty-five (25).

No. 10272—1923.

Cherokee Electric Co., Cherokee. Franchise in Cherokee County.

The Board held hearing in this application on February 20, 1923, and on April 3, 1923, franchise was granted upon the following route:

Beginning at the intersection of the south corporate limits of the town of Cherokee, Cherokee County, Iowa, with a public highway extending in a northerly and southerly direction thru Section four (4), Township ninety-one (91) north, Range forty (40) west of the fifth (5) P. M., thence southerly in the easterly margin of said highway across said Section four (4), and into Section nine (9), said Township and Range, a distance of approximately one and one-half (1½) miles, to a point near where said highway is intersected by a public highway extending in an easterly and westerly direction through the west half of said Section nine (9); thence crossing said northerly and southerly highway and continuing southerly in the westerly margin thereof across said Section nine (9) and Section sixteen (16) said Township and Range and into Section twenty-one (21), said Township and Range, a distance of approximately one and seven-eighths (1⅞) miles, to the place near where the last named highway is intersected by a diagonal highway extending in a northeasterly and southwesterly direction through the southwest quarter of said Section twenty-one (21); thence crossing said northerly and southerly highway and continuing southerly in the east margin thereof, a distance of approximately three-eighths

(3/8) of a mile, to a point immediately south of the south right of way line of the Illinois Central Railroad Company in the south half of said Section twenty-one (21); thence southwesterly over a private right of way parallel to and abutting upon the south right of way line of said railroad company as same is now located in said Section twenty-one (21) and Section twenty-eight (28) and Section twenty-nine (29), said Township and Range, a distance of approximately one and one-half (1½) miles, to the intersection of said private right of way with the south section line of said Section twenty-nine (29); thence south in the west margin of a highway approximately along the north and south center line of the north half of the north half of Section thirty-two (32), said Township and Range, a distance of approximately four hundred (400) feet; thence east across the last named highway to the land operated by the Northwestern Gravel Company in the northeast quarter of said Section thirty-two (32).

No. 10273—1923.

Interstate Power Co., McGregor. Franchise in Allamakee and Winneshiek Counties.

The Board held hearing in this application on February 24, 1923, at which time certain objectors requested that the hearing be continued to March 5, 1923. At this hearing the Amended and Substituted Petition was filed, and was set down for hearing on April 4, 1923. On April 4th, it appearing that the legal publication had not been completed, the hearing was continued to April 23, 1923, on which date the hearing was held. On June 26, 1923, franchise was granted upon the following route:

Beginning at the east corporate limits of the town of Ossian, Winneshiek County, Iowa, where said corporate limits is intersected by a diagonal highway extending in a northwesterly and southeasterly direction through the southeast quarter of Section eleven (11); Township ninety-six (96) north, Range eight (8) west of the fifth (5) P. M., thence southeasterly in the south margin of said diagonal highway as it is now located in the southeast quarter of said Section eleven (11), the southwest quarter of the southwest quarter of Section twelve (12), and Section thirteen (13), said Township and Range, a distance of approximately one and seven-tenths (1 7/10) miles to the place where said highway turns northeasterly across the tracks of the Chicago, Rock Island & Pacific Railway Company and the Chicago, Milwaukee & Saint Paul Railway Company in the northeast quarter of the southeast quarter of said Section thirteen (13); thence northeasterly in the northwest margin of the last named highway to a point near the east section line of said Section thirteen (13); thence southeasterly in the northeast margin of a diagonal highway extending in a southeasterly and northwesterly direction, lying parallel to and abutting upon the northwest right of way line of the Chicago, Milwaukee & Saint Paul Railway Company through the southwest quarter of Section eighteen (18), Township ninety-six (96) north, Range seven (7) west of the fifth (5) P. M., a distance of approximately seven-tenths (7/10) of a mile to the place where said highway turns south across the tracks of the Chicago, Milwaukee & Saint Paul Railway Company and the Chicago, Rock Island & Pacific Railway Company near the southeast corner of the southwest quarter of said Section eighteen (18); thence south in the west margin of the last named highway to the place where said highway turns southeasterly in the northeast quarter of the northwest quarter of Section nineteen (19), last named Township and Range; thence southeasterly in the south margin of the last named highway a distance of approximately six-tenths (6/10) of a mile to the intersection with the north and south highway along the east section line of said Section nineteen (19); thence south in the east margin of said north and south highway, a distance of approximately one-tenth (1/10) of a mile to the intersection of the last named highway with a diagonal highway extending in a northwesterly and southeasterly direction in Section twenty (20), of the last named Township and Range; thence southeasterly in the north margin of the last named highway, a distance of approximately eight-tenths (8/10) of a mile to the west corporate limits of the town of Castalia, Winneshiek County, Iowa.

Beginning at the east corporate limits of the town of Castalia, Winneshiek County, Iowa, where said corporate limits is intersected by a highway approximately along the east and west center line of the east half of Section twenty-seven (27), Township ninety-six (96) north, Range seven (7) west of the fifth (5) P. M., thence east in the south margin of said highway, a distance of approximately eight-tenths (8/10) of a mile to the place where said highway turns southeasterly across the tracks of the Chicago, Milwaukee & Saint Paul Railway Company in the northeast quarter of the southwest quarter of Section twenty-six (26), said Township and Range; thence southeasterly in the south margin of the last named highway, a distance of approximately one-third (1/3) of a mile to the place where said highway turns northeasterly in the northwest quarter of the southeast quarter of said Section twenty-six (26); thence northeasterly in the south margin of said highway, a distance of approximately two-tenths (2/10) of a mile to approximately the south right of way line of the Chicago, Milwaukee & Saint Paul Railway Company; thence east over private right of way along the south right of way line of said Chicago, Milwaukee & Saint Paul Railway Company, a distance of approximately two-tenths (2/10) of a mile to a point near the east section line of said Section twenty-six (26); thence southeasterly in the south margin of an irregular and diagonal highway through the south half of Section twenty-five (25), said Township and Range, the southwest quarter of the southwest quarter of Section thirty (30), Township ninety-six (96) north, Range six (6) west of the fifth (5) P. M., and through Section thirty-one (31), of the last named Township and Range, a distance of approximately two (2) miles to the place where said highway turns easterly in the southeast quarter of said Section thirty-one (31); thence easterly in the south margin of the last named highway across the tracks of the Chicago, Milwaukee & Saint Paul Railway Company, a distance of approximately four-tenths (4/10) of a mile to the place where said highway turns south in the southwest quarter of Section thirty-two (32), last named Township and Range; thence east over private right of way parallel to and abutting upon the north right of way line of the Chicago, Milwaukee & Saint Paul Railway Company in the southwest quarter of said Section thirty-two (32), a distance of approximately one-third (1/3) of a mile to the west corporate limits of the town of Postville, Allamakee County, Iowa.

No. 10274—1923.

Rural Power Co., Davenport. Franchise in Scott and Muscatine Counties.

The Board held hearing in this application on March 9, 1923, and on April 3, 1923, franchise was granted upon the following route:

Beginning at the west corporate limits of the town of Walcott, Scott County, Iowa, where said corporate limits is intersected by a highway along the north section line of Section seven (7), Township seventy-eight (78) north, Range two (2) east of the fifth (5) P. M., and Section twelve (12), Township seventy-eight (78) north, Range one (1) east of the fifth (5) P. M., Muscatine County, Iowa; thence west in the south margin of said highway, a distance of approximately one and one-half (1½) miles, to the northeast corner of Section eleven (11), of the last named Township and Range; thence south in the west margin of the highway along the east section line of said Section eleven (11), a distance of approximately one (1) mile, to the southeast corner of said Section eleven (11).

Beginning at the northeast corner of Section twelve (12), Township seventy-eight (78) north, Range one (1) east of the fifth (5) P. M., Muscatine County,

Iowa, thence south in the west margin of the highway along the east section line of said Section twelve (12), a distance of approximately three-tenths (3/10) of a mile.

No. 10275—1923.

Iowa Light, Heat & Power Co., Carroll. Franchise in Plymouth County.

The Board held hearing in this application on March 12, 1923, and on May 3, 1923, franchise was granted upon the following route:

Beginning at the intersection of the south corporate limits of the town of Kingsley, Plymouth County, Iowa, with a highway approximately along the north and south center section line of Section thirty (30), Township ninety (90) north, Range forty-three (43) west of the fifth (5) P. M., thence south in the east margin of said highway, a distance of approximately one-eighth (⅛) of a mile, to the southwest corner of the southeast quarter of said Section thirty (30); thence east in the north margin of the highway along the south section line of said Section thirty (30) and Sections twenty-nine (29), twenty-eight (28), twenty-seven (27), twenty-six (26) and twenty-five (25), all of said Township and Range, a distance of approximately five and one-half (5½) miles, to the county line between Plymouth and Cherokee Counties.

No. 10276—1923.

Iowa Electric Co., Cedar Rapids. Franchise in Iowa and Poweshiek Counties.

The Board held hearing in this application on April 4, 1923, and on June 26, 1923, franchise was granted upon the following route:

Beginning at the south corporate limits of the town of Victor, where said corporate limits is intersected by a highway along the west section line of Section nineteen (19), Township eighty (80) north, Range twelve (12) west of the fifth (5) P. M., Iowa County, Iowa, thence south in the east margin of said highway, a distance of approximately one (1) mile to the place where said highway turns west across the north half of Section twenty-five (25), Township eighty (80) north, Range thirteen (13) west of the fifth (5) P. M., Poweshiek County, Iowa; thence west in the south margin of the last named highway, a distance of approximately one-fourth (¼) of a mile to the point of intersection of the last named highway with a north and south highway in the east half of said Section twenty-five (25); thence south in the east margin of said north and south highway, a distance of approximately three-fourths (¾) of a mile to the south section line of said Section twenty-five (25); thence west in the north margin of the highway along the south section line of said Section twenty-five (25), a distance of approximately three-fourths (¾) of a mile to the southwest corner of said Section twenty-five (25); thence south in the east margin of the highway along the west section line of Section thirty-six (36), of the last named Township and Range, and Section one (1), Township seventy-nine (79) north, Range thirteen (13) west of the fifth (5) P. M., a distance of approximately two (2) miles to the northwest corner of Section twelve (12), of the last named Township and Range; thence west in the south margin of the highway along the north section line of Section eleven (11), of the last named Township and Range, a distance of approximately one-fourth (¼) of a mile to the point of intersection of the last named highway with a north and south highway in the northeast quarter of said Section eleven (11); thence south in the east margin of said north and south highway, a distance of approximately one-half (½) of a mile to the place where said highway turns west approximately along the east and west center line of the east half of said Section eleven (11); thence west in the south margin of said east and west highway, a distance of approximately one-fourth (¼) of a mile to the place where said highway turns south approximately along the north and south center line of the south half of said Section eleven (11); thence south in the east margin of said north and south highway, a distance of approximately one-half (½) of a mile to the northwest corner of the northeast quarter of Section fourteen (14), of the last named Township and Range; thence west in the south margin of the highway along the north section line of said Section fourteen (14), a distance of approximately one-half (½) of a mile to the point of intersection of the last named highway with a diagonal highway extending in a northeasterly and southwesterly direction across the northwest quarter of the northwest quarter of said Section fourteen (14), and into the northeast quarter of Section fifteen (15), of the last named Township and Range; thence southwesterly in the northwest margin of said diagonal highway to the north corporate limits of the town of Guernsey, Poweshiek County, Iowa.

No. 10277—1923.

Iowa Service Co., Red Oak. Franchise in Mills County.

The Board held hearing in this application on May 15, 1923, and on June 26, 1923, franchise was granted upon the following route:

Beginning at the north corporate limits of the town of Malvern, Mills County, Iowa, where said corporate limits is intersected by a highway approximately along the north and south center section line of Section twenty-nine (29), Township seventy-two (72) north, Range forty-one (41) west of the fifth (5) P. M., thence north in the east margin of said highway, a distance of approximately one-fourth (¼) of a mile to the northwest corner of the northeast quarter of said Section twenty-nine (29); thence continuing north in the east margin of the highway approximately along the north and south center section lines of Sections twenty (20), seventeen (17) and eight (8), said Township and Range, a distance of approximately three (3) miles to the southwest corner of the southeast quarter of Section five (5), said Township and Range; thence east in the north margin of the highway along the south section line of said Section five (5) and Sections four (4) and three (3), said Township and Range, a distance of approximately two and one-half (2½) miles to the southeast corner of said Section three (3); thence crossing the highway to the northwest corner of Section eleven (11), said Township and Range, and continuing east in the south margin of the highway along the north section lines of said Section eleven (11), Section twelve (12), said Township and Range, and Sections seven (7), eight (8), nine (9) and ten (10), Township seventy-two (72) north, Range forty (40) west of the fifth (5) P. M., a distance of approximately six (6) miles to the northeast corner of said Section ten (10).

No. 10278—1923.

Des Moines Electric Co., Des Moines. Franchise in Polk County.

The Board held hearing in this application on May 21, 1923, and on June 26, 1923, franchise was granted upon the following route:

Beginning at the point of intersection of the north and south highway along the west section line of Section seven (7), Township seventy-nine (79) north, Range twenty-four (24) west of the fifth (5) P. M., Polk County, Iowa, with an east and west highway through the southwest quarter of said Section seven (7) and which lies approximately six hundred forty-two (642) feet north of the south section line of said Section seven (7); thence east in the north margin of said east and west highway, a distance of approximately thirty-four hundred (3400) feet to the place where said east and west highway turns in a southerly direction in the southeast quarter of said Section seven (7); thence southerly in the east margin of the last named highway, a distance of approximately twenty-five hundred sixty (2560) feet, to the place where the last named highway intersects a privately owned road extending in an easterly and westerly

direction in the northeast quarter of Section eighteen (18), said Township and Range; thence east in the north margin of said privately owned road, a distance of approximately thirty-seven hundred forty-five (3745) feet to the west bank of the Des Moines River in the northwest quarter of Section seventeen (17), said Township and Range.

No. 10279—1923.

Des Moines Electric Co., Des Moines. Franchise in Polk County.

The Board held hearing in this application on May 21, 1923, and on June 26, 1923, franchise was granted upon the following route:

Beginning at a point near the northeast corner of the northwest quarter of Section two (2), Township seventy-eight (78) north, Range twenty-five (25) west of the fifth (5) P. M., Polk County, Iowa, thence south in the west margin of the highway approximately along the north and south center section line of said Section two (2), a distance of approximately one (1) mile, to the southeast corner of the southwest quarter of said Section two (2).

No. 10280—1923.

Des Moines Electric Co., Des Moines. Franchise in Polk County.

The Board held hearing in this application on May 21, 1923, and on June 26, 1923, franchise was granted upon the following route:

Beginning at a point approximately eight hundred eighty (880) feet west of the northeast corner of Section thirty-two (32), Township seventy-eight (78) north, Range twenty-four (24) west of the fifth (5) P. M., Polk County, Iowa, thence west in the south margin of the highway along the north section line of said Section thirty-two (32) a distance of approximately seventeen hundred sixty (1760) feet to the northeast corner of the northwest quarter of said Section thirty-two (32); thence south in the west margin of the highway approximately along the north and south center section line of said Section thirty-wo (32), a distance of approximately eight hundred fifty (850) feet to the intersection of the last named highway with an east and west highway in the northwest quarter of said Section thirty-two (32) which lies approximately eight hundred twenty-six (826) feet south of the north section line of said Section thirty-two (32); thence west in the north margin of the last named highway, a distance of approximately thirty-three hundred twenty (3320) feet to the intersection of the last named highway with a north and south highway in the northeast quarter of the northeast quarter of Section thirty-one (31), said Township and Range.

No. 10281—1923.

Iowa Electric Co., Cedar Rapids. Franchise in Cedar and Scott Counties.

The Board held hearing in this application on July 2, 1923, and on August 3, 1923, franchise was granted upon the following route:

Beginning at the southeast corner of Section seven (7), Township eighty (80) north, Range one (1) east of the fifth (5) P. M., Scott County, Iowa, thence west in the north margin of the highway along the south line of said Section seven (7), a distance of approximately one (1) mile to the county line between Scott and Cedar Counties; thence continuing west in the north margin of the highway along the south line of Sections twelve (12), eleven (11), ten (10), and nine (9), Township eighty (80) north, Range one (1) west of the fifth (5) P. M., a distance of approximately three and three-fourths (3¾) miles to the corporate limits of the town of Bennett, Cedar County, Iowa.

No. 10282—1923.

Iowa Light, Heat & Power Co., Carroll. Franchise in Plymouth and Sioux Counties.

The Board held hearing in this application on July 10, 1923, and on September 24, 1923, franchise was granted upon the following route:

Beginning at the west corporate limits of the city of LeMars, Plymouth County, Iowa, where said corporate limits is intersected by an east and west highway on the north section line of Section seventeen (17), Township ninety-two (92) north, Range forty-five (45) west of the fifth (5) P. M., thence west on said highway on the north section line of said Section seventeen (17), and Section eighteen (18), said Township and Range, and Sections thirteen (13) and fourteen (14), Township ninety-two (92) north, Range forty-six (46) west of the fifth (5) P. M., a distance of approximately three (3) miles to the intersection of said highway with a north and south highway in the west half of Section eleven (11), of the last named Township and Range; thence north in the last named highway in the west half of Section eleven (11), a distance of approximately three-fourths (¾) of a mile to the place where said highway turns in a northwesterly direction in the northwest quarter of said Section eleven (11); thence in a northwesterly direction on said highway, a distance of approximately thirty-five hundredths (35/100) of a mile to the northeast corner of Section ten (10), of the last named Township and Range; thence west on the east and west highway along the north section line of said Section ten (10), a distance of approximately one mile, to the intersection of said highway with a north and south highway at the northeast corner of Section nine (9), of the last named Township and Range; thence north on the last named highway along the east section line of Section four (4) of the last named Township and Range, and Sections thirty-three (33), twenty-eight (28), twenty-one (21), sixteen (16) and nine (9), Township ninety-three (93) north, Range forty-six (46) west of the fifth (5) P. M., a distance of approximately six (6) miles to the intersection of said highway with an east and west highway at the northeast corner of said Section nine (9).

Beginning at the west corporate limits of the town of Struble, Plymouth County, Iowa, where said corporate limits is intersected by an east and west highway on the north section line of Section seven (7), Township ninety-three (93) north, Range forty-five (45) west of the fifth (5) P. M., thence west on said highway along the north section line of said Section seven (7), and Sections twelve (12), eleven (11), ten (10), nine (9) and eight (8), Township ninety-three (93) north, Range forty-six (46) west of the fifth (5) P. M., a distance of approximately five and four-tenths (5 4/10) miles to the intersection of said highway with the east corporate limits of the town of Craig, Plymouth County, Iowa.

No. 10283—1923.

Iowa Service Co., Red Oak. Franchise in Montgomery County.

The Board held hearing in this application on July 10, 1923, and on October 3, 1923, franchise was granted upon the following route:

Beginning at the south corporate limits of the city of Red Oak, Montgomery County, Iowa, where said corporate limits is intersected by a highway approximately along the north and south center section line of Section thirty-three (33), Township seventy-two (72) north, Range thirty-eight (38) west of the fifth (5) P. M., thence south in said north and south highway through said Section thirty-three (33) and Section four (4), Township seventy-one (71) north, Range thirty-eight (38) west of the fifth (5) P. M., a distance of approximately one and three-fourths (1¾) miles to the east and west highway along the north section line of Section nine (9), of the last named Township and Range; thence east in the highway along the north section line of said

Section nine (9), Sections ten (10), eleven (11), and twelve (12), of the last named Township and Range, and Sections seven (7), eight (8), and nine (9), Township seventy-one (71) north, Range thirty-seven (37) west of the fifth (5) P. M., a distance of approximately five and seven-eighths (5⅞) miles to the west corporate limits of the town of Stanton, Montgomery County, Iowa.

Beginning at the south corporate limits of the town of Stanton, where said corporate limits is intersected by a north and south highway along the east section line of Section nine (9), Township seventy-one (71) north, Range thirty-seven (37) west of the fifth (5) P. M., thence south in said highway a distance of approximately one (1) mile to the east and west highway along the south section line of said Section nine (9); thence east in the highway along the south section line of Sections ten (10), and eleven (11), said Township and Range, a distance of approximately two (2) miles to the north and south highway along the east section line of said Section eleven (11); thence south in the highway along the west section line of Sections thirteen (13), twenty-four (24) and twenty-five (25), said Township and Range, a distance of approximately two and one-half (2½) miles to the highway approximately along the east and west center section line of said Section twenty-five (25); thence east in the highway approximately along the east and west center section line of said Section twenty-five (25) and Sections thirty (30), twenty-nine (29) and twenty-eight (28), Township seventy-one (71) north, Range thirty-six (36) west of the fifth (5) P. M. a distance of approximately three and one-half (3½) miles to the west corporate limits of the city of Villisca, Montgomery County, Iowa.

No. 10284—1923.

Whitney & Carpenter, Sabula. Franchise in Jackson and Clinton Counties.

The Board held hearing in this application on August 14, 1923, and on November 7, 1923, franchise was granted upon the following route:

Beginning at the south corporate limits of the town of Andover, Clinton County, Iowa, where said corporate limits is intersected by a north and south highway in the west half of Section twenty-two (22), Township eighty-three (83) north, Range six (6) east of the fifth (5) P. M., thence south on said highway in the west half of said Section twenty-two (22), and Sections twenty-seven (27) and thirty-four (34), said Township and Range, a distance of approximately two (2) miles to the south section line of said Section thirty-four (34).

Beginning at the intersection of a north and south highway across the west half of Section twenty-seven (27), Township eighty-three (83) north, Range six (6) east of the fifth (5) P. M., with an east and west highway on the north section line of said Section twenty-seven (27); thence east on the last named highway on the north section line of said Section twenty-seven (27), and Sections twenty-six (26) and twenty-five (25), said Township and Range, a distance of approximately two and three-fourths (2¾) miles to the northeast corner of said Section twenty-five (25).

Beginning at the intersection of an east and west highway on the north section line of Section twenty-seven (27), Township eighty-three (83) north, Range six (6) east of the fifth (5) P. M., with a northwesterly and southeasterly diagonal highway in the northeast quarter of said Section twenty-seven (27); thence southeasterly on said diagonal highway, a distance of approximately six-tenths (6/10) of a mile, to the place where said highway turns south along the east section line of said Section twenty-seven (27); thence south on said highway along the east section line of said Section twenty-seven (27), a distance of approximately one-fourth (¼) of a mile to the place where said highway turns in a southeasterly direction in the southwest quarter of Section twenty-six (26), said Township and Range; thence in a southeasterly direction on said highway across the southwest quarter of said Section twenty-six (26), a distance of approximately thirty-five hundredths (35/100) of a mile to the south section line of said Section twenty-six (26).

Beginning at the end of the now existing transmission line on the east and west highway at the northeast corner of Section twenty (20), Township eighty-four (84) north, Range six (6) east of the fifth (5) P. M., thence west on said highway along the north section line of said Section twenty (20), and Section nineteen (19), said Township and Range, a distance of approximately two (2) miles to the intersection of said east and west highway with a north and south highway on the west section line of said Section nineteen (19).

Beginning at the north corporate limits of the city of Miles, Jackson County, Iowa, where said corporate limits is intersected by a north and south highway on the west section line of Section thirty (30), Township eighty-four (84) north, Range six (6) east of the fifth (5) P. M., thence north on said highway along the west section line of said Section thirty (30), and Sections nineteen (19) and eighteen (18), said Township and Range, a distance of approximately two and one-fourth (2¼) miles to the intersection of said north and south highway with an east and west highway in the northwest quarter of said Section eighteen (18); thence east on the last named highway in the northwest quarter of said Section eighteen (18), a distance of approximately one-half (½) of a mile to the place where said highway turns north approximately along the north and south center section line of said Section eighteen (18); thence north on said highway long the north and south center section line of said Section eighteen (18) and Section seven (7), said Township and Range, a distance of approximately one (1) mile to the place where said highway turns east in the north half of said Section seven (7); thence east on said highway in the north half of said Section seven (7), a distance of approximately one-fourth (¼) of a mile to the place where said highway turns north in the northeast quarter of said Section seven (7); thence north on said north and south and an irregular highway through the northeast quarter of said Section seven (7), and the east half of Section six (6), said Township and Range, and Section thirty-one (31) and thirty (30), Township eighty-five (85) north, Range six (6) east of the fifth (5) P. M., a distance of approximately three and thirty-five hundredths (3 35/100) miles to the place where said highway turns in a general northwesterly direction on the north section line of said Section thirty (30); thence in a general northwesterly direction on said highway through the south half of Section nineteen (19), of the last named Township and Range, and Section twenty-four (24), Township eighty-five (85) north, Range five (5) east of the 5th P. M., a distance of approximately one (1) mile to the south corporate limits of the town of Green Island, Jackson County, Iowa.

Beginning at the intersection of a north and south highway with an east and west highway at the northeast corner of Section twenty-five (25), Township eighty-four (84) north, Range five (5) east of the fifth (5) P. M., thence west on the last named highway along the north section line of said Section twenty-five (25), and Sections twenty-six (26), twenty-seven (27), and twenty-eight (28), said Township and Range, a distance of approximately four (4) miles to the intersection of said east and west highway with a north and south highway at the northwest corner of said Section twenty-eight (28).

Beginning at the north corporate limits of the town of Preston, Jackson County, Iowa, where said corporate limits is intersected by a north and south highway along the east section line of Section twenty-nine (29), Township eighty-four (84) north, Range five (5) east of the fifth (5) P. M., thence north on said highway along the east section line of said Section twenty-nine (29), and Section twenty (20), said Township and Range, a distance of approximately one (1) mile to the place where said highway turns in a general northwesterly direction; thence in a general northwesterly direction on the highway as it is now located across the north half of said Section twenty (20), a distance of approximately one and two-tenths (1 2/10) miles to the intersection of said highway with a north and south highway along the west section line of said Section twenty (20); thence north on the last

named highway along the east section line of Section nineteen (19), said Township and Range, a distance of approximately twenty (20) rods to the place where said highway turns west in the north half of said Section nineteen (19); thence west on said highway in the north half of said Section nineteen (19), a distance of approximately one-fourth (¼) of a mile to the place where said highway turns southwesterly in the north half of said Section nineteen (19); thence southwesterly on said highway in the north half of said Section nineteen (19), a distance of approximately one-fourth (¼) of a mile to the east corporate limits of the town of Spragueville, Jackson County, Iowa.

Beginning at the intersection of an east and west highway along the north section line of Section twenty-eight (28), Township eighty-four (84) north, Range five (5) east of the fifth (5) P. M., with a north and south highway in the east half of said Section twenty-eight (28); thence south on the last named highway, a distance of approximately one-fourth (¼) of a mile to the southwest corner of the northeast quarter of the northeast quarter of said Section twenty-eight (28).

No. 10285—1923.

Cedar Valley Electric Co., Charles City. Franchise in Floyd County.

The Board held hearing in this application on September 11, 1923, and on October 3, 1923, franchise was granted upon the following route:

Beginning at the west corporate limits of the city of Charles City, Floyd County, Iowa, where said corporate limits is intersected by the Chicago, Milwaukee & Saint Paul Railway Company, thence in a northwesterly direction on private right of way abutting upon and adjacent to the north right of way line of said railway company, a distance of approximately four-tenths (4/10) of a mile to the intersection of said private right of way with a highway running in a northwesterly and southeasterly direction through the north half of Section two (2), Township ninety-five (95) north, Range sixteen (16) west of the fifth (5) P. M.; thence northwesterly in said highway, as it is now located in the north half of said Section two (2), and the southwest quarter of Section thirty-five (35), the east half of Section thirty-four (34), the southeast quarter and the west half of Section twenty-seven (27), and the southwest quarter of Section twenty-two (22), Township ninety-six (96) north, Range sixteen (16) west of the fifth (5) P. M., a distance of approximately three and one-quarter (3¼) miles to the point where said highway turns north on the west side of said Section twenty-two (22); thence north in said highway on the west side of said Section twenty-two (22), a distance of approximately one-quarter (¼) of a mile to the east corporate limits of the town of Floyd, Floyd County, Iowa.

No. 10286—1923.

Washington Electric Co., Waverly. Franchise in Bremer County.

The Board held hearing in this application on September 19, 1923, and on October 11, 1923, franchise was granted upon the following route:

Beginning at the west corporate limits of the city of Waverly, Bremer County, Iowa, where said corporate limits is intersected by an east and west highway at the southeast corner of Section thirty-three (33), Township ninety-two (92) north, Range fourteen (14) west of the fifth (5) P. M., thence west along said highway on the south section line of said Section thirty-three (33), and Section thirty-two (32), said Township and Range, a distance of approximately two (2) miles to the southwest corner of said Section thirty-two (32).

No. 10287—1923.

Red Ball High Line Co., Waverly. Franchise in Bremer County.

The Board held hearing in this application on September 19, 1923, and on October 11, 1923, franchise was granted upon the following route:

Beginning at the south corporate limits of the city of Waverly, Bremer County, Iowa, where said corporate limits is intersected by a north and south highway on the east section line of Section ten (10) Township ninety-one (91) north, Range fourteen (14) west of the fifth (5) P. M., thence south on said north and south highway on the east section line of said Section ten (10), and Sections fifteen (15) and twenty-two (22), said Township and Range, a distance of approximately two and one-half (2½) miles to the southeast corner of said Section twenty-two (22).

Beginning at the northwest corner of Section fourteen (14), Township ninety-one (91) north, Range fourteen (14) west of the fifth (5) P. M., thence east along the highway on the north section line of said Section fourteen (14), a distance of approximately one (1) mile to the northeast corner of said Section fourteen (14).

No. 10288—1923.

Iowa Southern Utilities Co., Centerville. Franchise in Union and Adams Counties.

The Board held hearing in this application on September 25, 1923, and on October 11, 1923, franchise was granted upon the following route:

Beginning at the south corporate limits of the town of Cromwell, Union County, Iowa, where said corporate limits is intersected by a north and south highway approximately along the north and south center section line of Section eighteen (18), Township seventy-two (72) north, Range thirty-one (31) west of the fifth (5) P. M., thence south on said highway a distance of approximately one-half (½) of a mile to the intersection of an east and west highway on the south section line of said section eighteen (18); thence west in the last named highway on the south section line of said Section eighteen (18), a distance of approximately one-half (½) of a mile to the intersection of the last named highway with a north and south highway at the southwest corner of said section eighteen (18); thence south in the last named highway between Sections twenty-four (24), twenty-five (25) and thirty-six (36), Township seventy-two (72) north, Range thirty-two (32) west of the fifth (5) P. M., and Sections one (1) and twelve (12), Township seventy-one (71) north, Range thirty-two (32) west of the fifth (5) P. M., Adams County, Iowa, and Sections nineteen (19), thirty (30) and thirty-one (31), Township seventy-two (72) north, Range thirty-one (31) west of the fifth (5) P. M., and Sections six (6) and seven (7), Township seventy-one (71) north, Range thirty-one (31) west of the fifth (5) P. M., Union County, Iowa, a distance of approximately five (5) miles to the intersection of the last named highway with an east and west highway at the southwest corner of said Section seven (7); thence east in the last named highway on the south section line of said Section seven (7), a distance of approximately three-fourths (¾) of a mile to the west corporate limits of the town of Kent, Union County, Iowa.

No. 10289—1923.

Wabash Railroad Co., v. Lovilia Light & Power Co.

Improper construction of Electric Service Line over Railroad Tracks.

Satisfactorily adjusted.

Filed Oct. 11, 1918. Closed Nov. 28, 1923.

No. 10290—1923.

Interstate Power Co., Oelwein. Application for franchise in Black Hawk and Buchanan Counties.

Application withdrawn.

Filed Jan. 4, 1922. Closed Nov. 19, 1923.

No. 10291—1923.

Arrow Electric Co., Des Moines. Application for franchise in Polk County.

Application withdrawn.

Filed Nov. 20, 1922. Closed Apr. 10, 1923.

No. 10292—1923.

Wabash Railway Co., v. City of Pella.

Improper wire construction over tracks near Howell Station.

Satisfactorily adjusted.

Filed May 25, 1921. Closed Apr. 10, 1923.

No. 10293—1923.

Boyer Valley Telephone Co., Woodbine, v. Iowa Service Co., Red Oak.

Inductive interference in Harrison County.

Satisfactorily adjusted.

Filed May 2, 1922. Closed Sept. 17, 1923.

No. 10294—1923.

Chicago, Burlington & Quincy Railroad Co., v. Peoples Gas & Electric Co., Burlington.

Improper construction wire crossings near Milton.

Satisfactorily adjusted.

Filed Sept. 26, 1922. Closed June 13, 1923.

No. 10295—1923.

Northwestern Bell Telephone Co., Des Moines, v. Cambridge Light & Power Co., Cambridge.

Improper construction wire crossing in Story County.

Adjusted.

Filed Oct. 27, 1921. Closed Mar. 29, 1923.

No. 10296—1923.

American Telephone & Telegraph Co., v. Peoples Gas & Electric Co., Burlington.

Improper construction wire crossing near Mediapolis.

Satisfactorily adjusted.

Filed Apr. 27, 1923. Closed Sept. 12, 1923.

No. 10297—1923.

Board of Railroad Commissioners, Des Moines, v. Sheldahl Telephone Co., Sheldahl.

Improperly constructed telephone wire crossing over C. & N. W. Ry.

Satisfactorily adjusted.

Filed Aug. 17, 1923. Closed Oct. 20, 1923.

No. 10298—1923.

Board of Railroad Commissioners, Des Moines, v. Iowa Railway & Light Co., Boone.

Improper construction overhead wire crossing over C. & N. W. Ry., Sheldahl.

Satisfactorily adjusted.

Filed Aug. 17, 1923. Closed Nov. 6, 1923.

No. 10299—1923.

Wabash Railway Co., v. Monroe Telephone Co., Monroe and Bell Telephone Co.

Improper construction wire crossing over Wabash Railroad at Percy and Clay Siding.

Satisfactorily adjusted.

Filed Aug. 8, 1923. Closed Sept. 15, 1923.

No. 10300—1923.

Board of Railroad Commissioners, Des Moines, v. North East Electric Co., West Liberty.

Improper construction of wire crossing over Railroad and incorrect Engineering specifications.

Adjusted.

Filed Jan. 30, 1923. Closed Nov. 22, 1923.

Condemnation Cases

No. 10301—1923.

Chicago, Burlington & Quincy Railroad Co., v. J. J. O'Laughlin, Rome, Ia.
Application for authority to condemn land in Henry County.
Closed without prejudice.
Filed Oct. 27, 1922. Closed June 2, 1923.

No. 10302—1923.

Chicago, Burlington & Quincy Railroad Co., v. J. J. O'Laughlin, Rome.
Application for authority to condemn in Henry County.

The Board viewed the premises and held hearing in this application on July 12, 1923, and on July 14, 1923, Certificate of Authority to Condemn was issued authorizing the condemnation of the following described land:

Beginning at a point on the east line of the northwest quarter (¼) of Section five (5) Township seventy-one (71) north, Range seven (7) west of the fifth P. M., Henry County, Iowa, sixty (60) feet north from the center line of the north main track of the Chicago, Burlington & Quincy Railroad Company as now located and constructed, said distance being measured at right angles from said center line; thence westerly parallel to said center line to the intersection of the west line of the east half (½) of the northwest quarter (¼) of said Section five (5); thence northerly to a point one hundred five (105) feet north from said center line measured at right angles thereto; thence easterly parallel to said center line to the intersection of the east line of said Section five (5); thence south to place of beginning; containing 1.36 acres more or less.

Filed June 2, 1923. Closed July 14, 1923.

Classification Matters Closed During 1923

No. 10303—1923.

Iowa Canners' Association, by E. H. Draper, T. M., Marshalltown, Iowa.
Petition for commodity rate on green sweet corn (in husk) carloads.

This case was heard by the Board on July 24, 1923, and, after hearing, the carriers agreed to grant the present Class "C" rate of 7½c as a commodity rate.

Filed Sept. 19, 1921. Closed July 24, 1923.

No. 10304—1923.

Benedict Flour & Feed Co., Marshalltown.

Rate on mixed carloads of digester tankage and crushed shells with mill feed.

Hearing was held in this application, in the office of the Board, on July 24, 1923, and the carriers filed no objections to the granting of the petition. The rating petitioned for was as follows: Mill products. (Feed) and articles taking corn and oats rates, as listed in Rule No. 285-M, Western Trunk Line Circular 1-P, I. C. C. No. A-1203, supplements thereto and reissues thereof. Digester tankage and oyster shells (crushed or ground) in bags, mixed carloads, minimum carload weight 40,000 lbs. Granted.

Filed Feb. 27, 1923. Closed Sept. 25, 1923.

No. 10305—1923.

Minneapolis & St. Louis Railroad Co.

Application to meet short line rate on all freight between Des Moines, Iowa, and various stations on its line in Iowa.

On July 31, 1923, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

Commodity	Between Des Moines, Iowa, and	Apply Iowa Distance Rate for
All Freight	Forest City	137 Miles
	Luverne	107 "
	Ft. Dodge	85 "
	Greenville	138 "
	Sioux Rapids	154 "
	Storm Lake	135 "
	Fremont	75 "
	Butler	79 "
	Martinsburg	85 "
	Brighton	110 "
	Belmond	108 "
	Algona	120 "
	Maxon	70 "
	Albia	68 "

Filed July 10, 1923. Closed July 31, 1923.

No. 10306—1923.

Minneapolis & St. Louis Railroad Co.

Application to meet short line rate on cement, sugar, brick and articles taking same rate, carloads, between Mason City & Ft. Dodge; and on stucco, plaster, gypsum rock, and brick and articles taking same rate, carload, between Ft. Dodge and Mason City.

On July 31, 1923, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

Commodity	From	To	Apply Distance Rate For
Cement, Hydraulic or Portland; Sugar; Brick and articles taking same rates, carloads, as provided in Iowa Lines Tariff No. 160-B issued by Agent E. B. Boyd.	Mason City, Ia.	Ft. Dodge, Ia.	72 miles
Stucco; plaster; Gypsum Rock; also Brick and articles taking same rates carloads, as provided in Iowa Lines Tariff No. 160-B issued by Agent E. B. Boyd.	Ft. Dodge, Ia.	Mason City, Ia.	72 miles

Filed June 9, 1923. Closed July 31, 1923.

No. 10307—1923.

Minneapolis & St. Louis Railroad Co.

Application to meet short line rates between Des Moines and Ackley.

On Sept. 5, 1923, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

CLASSES IN CENTS PER 100 POUNDS.
Between Des Moines, Iowa, and Ackley, Iowa.

1	2	3	4	5	A	B	C	D	E
†46.4	*39.6	*30.8	*22.8	15.6	16.8	15.6	14	11.6	9.2

†Plus 4 cents per 100 pounds, minimum 10 cents per shipment, drayage charge on less carload freight.

*Applies only on carload freight. Present rates to continue on less than carload freight.

COMMODITIES IN CENTS PER 100 POUNDS, EXCEPT COAL IN CENTS PER TON OF 2,000 POUNDS.
Between Des Moines, Iowa, and Ackley, Iowa.

Agricultural Implements Carloads	Brick and articles taking same rates Carloads	Bituminous Coal Lump and Nut, Pea and Slack Carloads	
16.8	8	177.2	144

Filed July 30, 1923. Closed Sept. 5, 1923.

No. 10308—1923.

Minneapolis and St. Louis Railroad Co.

Request for authority to publish rate on gypsum rock, Gilmore City to Valley Junction.

After taking this application under consideration, the Board, on Oct. 3, 1923, wrote the applicant as follows, and record was made accordingly:

> "The rate of 70c per ton on rock, Gilmore City to Valley Junction, for which approval is asked by the M. & St. L. R. R. Co., under the terms of contract entered into with the Pyram'd Portland Cement Co., and approved by this Board, August 17, 1920, is hereby approved."

Filed Aug. 11, 1923. Closed Oct. 3, 1923.

No. 10309—1923.

Minneapolis and St. Louis Railroad Co.

Application to meet short line rate on cement and certain other commodities between Mason City, Des Moines, Estherville, Storm Lake, Morning Sun, Belmond, Algona and Newton.

On October 30, 1923, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

Commodity	From Mason City, Ia.	Apply Iowa Distance Rate For
Cement, Hydraulic or Portland; Sugar; Brick and articles taking same rates, carloads, as provided in Iowa Lines Tariff No. 160-B issued by Agent E. B. Boyd.	Des Moines, Ia.	121 miles
	Estherville, Ia.	119.5 miles
	Storm Lake, Ia.	199 miles
	Morning Sun, Ia.	211.7 miles
	Belmond, Ia.	32.8 miles
	Algona, Ia.	52 miles
	Newton, Ia.	151.3 miles

Filed Aug. 24, 1923. Closed Oct. 30, 1923.

No. 10310—1923.

Chicago, Milwaukee & St. Paul Railway Co.

Emergency rate on ice—Dubuque to Mason City.

Company granted emergency rate on ice, carloads, of 10c a hundred pounds, minimum weight 60,000 lbs., effective on one day's notice, and to expire Dec. 1, 1923.

Filed Aug. 31, 1923. Closed Sept. 1, 1923.

No. 10311—1923.

Wabash Railway Co.

Application to establish short line rates between Tracy and Ottumwa, on certain commodities.

On Sept. 5, 1923, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

Commodity	From	To	Rate Per ton of 2000 lbs.	
			Lump and Nut	Pea and Slack
Coal, Bituminous (soft) Lump and Nut, also Pea and Slack. Rates published in Iowa Lines Tariff 160-B, Issued by Agent E. B. Boyd.	Tracy, Ia.	Ottumwa and So. Ottumwa, Ia.	100.5	.91

Filed Aug. 11, 1923. Closed Sept. 5, 1923.

No. 10312—1923.

Minneapolis and St. Louis Railroad Co.

Application for authority to meet short line rates on cement.

On Sept. 14, 1923, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

Cement, Hydraulic or Portland, Carloads
(Rates in cents per hundred pounds)
Minimum Weight 40,000 pounds.

Between Des Moines, Iowa, and	Rate
Manson, Iowa	9 c
Fonda, Iowa	10 c
Sulphur Springs, Iowa	11.5c
Aurelia, Iowa	12 c
Quimby, Iowa	12.5c
Correctionville, Iowa	11.5c
Anthon, Iowa	13 c
Oto, Iowa	13 c
Ticonic, Iowa	13 c
Onawa, Iowa	11.5c
Meriden, Iowa	12.5c
Remsen, Iowa	13 c
James, Iowa	13 c
Leeds, Iowa	13 c
Larrabee, Iowa	12.5c
Primghar, Iowa	13 c
Archer, Iowa	13 c
Sheldon, Iowa	11.5c
George, Iowa	13.5c
Edna, Iowa	13.5c
Rock Rapids, Iowa	13.5c

Filed Sept. 8, 1923. Closed Sept. 18, 1923.

No. 10313—1923.

Minneapolis and St. Louis Railroad Co.

Application to meet short line rates Mason City to Belmond, Belmond to Mason City, Belmond to Ft. Dodge and Ft. Dodge to Belmond.

On Sept. 13, 1923, the Board approved this application to meet short line rates, under the provisions of Chapter 161, laws of the 40th General Assembly, as follows:

Commodity	From	To	Rates
All Freight	Mason City, Iowa	Belmond, Iowa	32.8
All Freight	Belmond, Iowa	Mason City, Iowa	32.8
Sugar, Carload	Belmond, Iowa	Ft. Dodge, Iowa	39.4
Plaster, Stucco Plasterboard, Plaster-studding Brick and articles taking same rates, carloads, as provided in Iowa Lines Tariff 160-B issued by Agent E. B. Boyd.	Ft. Dodge, Iowa	Belmond, Iowa	39.4

Filed Sept. 11, 1923. Closed Sept. 13, 1923.

No. 10313½—1923.

Minneapolis and St. Louis Railroad Co.

Application to establish Des Moines rates on cement from Valley Junction to various Iowa destinations.

On Oct. 22, 1923, the Board approved this application, and asked the railroad company to file tariffs accordingly, which they did on Nov. 7, 1923.

Filed Sept. 28, 1923. Closed Nov. 7, 1923.

No. 10314—1923.

Minneapolis and St. Louis Railroad Co.

Application requesting authority to publish tariff meeting C. & N. W. Ry. Co. rates on ten classes, between Sioux City and Marshalltown, via Ackley, in connection with Illinois Central Railroad Co.

On Oct. 25, 1923, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

CLASSES BETWEEN MARSHALLTOWN, IOWA, AND SIOUX CITY, IOWA, VIA M. & ST. L. R. R. CO., ACKLEY, IOWA, AND ILLINOIS CENTRAL RAILROAD

1st	2nd	3rd	4th	5th	A	B	C	D	E
68	50.5	38.5	31	24.5	27	22	19	16	13.5

Filed Oct. 19, 1923. Closed Oct. 25, 1923.

No. 10315—1923.

Minneapolis and St. Louis Railroad Co.

Application for authority to establish short line rates, all freight, Des Moines to Centerville and Centerville to Des Moines, and on bituminous coal, C. L., Estherville to Centerville, and Centerville to Estherville.

On Nov. 19, 1923, the Board approved this application to meet short line rates, under the provisions of Chapter 161, Laws of the 40th General Assembly, as follows:

Commodity	Between	and	Short Line Mileage
All Freight	Des Moines	Centerville	105.2
Coal, Bituminous, Carloads	Estherville	Centerville	287.3

Filed Nov. 17, 1923. Closed Nov. 19, 1923.

Classification, Rates and Rules

SUPPLEMENT No. 30, IOWA CLASSIFICATION.

The Commission directed the Secretary to prepare a Supplement to Iowa Classification No. 15, and embody therein the changes ordered in its decision of February 9, 1923, (See page 42 for decision), relative intrastate rates on agricultural limestone in Iowa, such Supplement to be known as Supplement No. 30 to Iowa Classification No. 15, dated Feb. 9, 1923, effective March 1, 1923.

In accordance with the above instructions, this Supplement was prepared, promulgated and published, as provided by law.

SUPPLEMENT No. 31, IOWA CLASSIFICATION.

The Commission directed the Secretary to prepare a Supplement to Iowa Classification No. 15, and embody therein the changes ordered in its decision of May 16, 1923, (See page 26 for decision), relative intrastate rates on Clay Products in Iowa, such Supplement to be known as Supplement No. 31 to Iowa Classification No. 15, dated May 16, 1923, effective June 20, 1923, except as noted.

In accordance with the above instructions, this Supplement was prepared, promulgated and published, as provided by Law.

SUPPLEMENT No. 32, IOWA CLASSIFICATION.

The Commission directed the Secretary to prepare a Supplement to Iowa Classification No. 15, and embody therein the changes in classification granted by the Board covering rates on mixed carloads of digester tankage and crushed shells with mill feed, such Supplement to be known as Supplement No. 32 to Iowa Classification No. 15, dated Sept. 12, 1923, and effective the same date.

In accordance with the above instructions, this Supplement was prepared, promulgated and published, as provided by law.

General Cases Closed By Correspondence

No. 10316—1923.

Waldo Becker, City Atty., Davenport, v. C. M. & St. P. Ry. Co. *Reconstruction of Viaduct.*

Partial hearing was held in this case, at Davenport, on March 7, 1918, at which time the hearing was continued to a date to be named later, in the office of the Board, at Des Moines. In the interim, Waldo Becker was succeeded by U. A. Screechfield, who, on Jan. 29, 1921, asked that the case be set for further hearing. This was done, and the parties notified that hearing would be held, in Davenport, on April 19, 1921. At the request of the railroad company the hearing was postponed. Later the railroad company advised us that the viaduct in question had been strengthened and put in such repair as made it satisfactory to the city. Not having heard from the complainant for nearly three years, this case was closed without prejudice.

Filed May 24, 1917. Closed Nov. 30, 1923.

No. 10317—1923.

Board of Supervisors of Calhoun County, Rockwell City, v. C. R. I. & P. Ry. Co. *Condition of Highway Crossing Two Miles North of Somers.*

Satisfactorily repaired. Filed May 7, 1918. Closed Jan. 13, 1923.

No. 10318—1923.

John A. Barr, Greenfield, v. C. B. & Q. R. R. Co. *Petition for New Depot.*

After some correspondence, the company advised that they were in such financial condition that they could not consider the construction of a new depot at Greenfield. They did state, however, that when conditions would warrant they would ask for an appropriation to take care of this work. This file has lain quiescent for more than a year, and is, therefore, closed without prejudice.

Filed Mar. 30, 1920. Closed Oct. 6, 1923.

No. 10319—1923.

Town of Davis City, v. C. B. & Q. R. R. Co. *Application for Undergrade Crossing.*

This complaint was satisfactorily adjusted between the Iowa State Highway Commission and the railroad company.

Filed Oct. 25, 1920. Closed Feb. 28, 1923.

No. 10320—1923.

Citizens of Webb, v. C. R. I. & P. Ry. Co. *Establishment of Station.*

After failure on the part of this office to secure adjustment of this complaint, it was, on Jan. 17, 1921, referred to the Commerce Counsel. After considerable correspondence and investigation on the part of the Commerce Counsel, he advised us, on Sept. 22, 1923, that inasmuch as

he had heard nothing from the complainants for nearly a year, the file might as well be closed without prejudice.

Filed Dec. 4, 1920. Closed Sept. 22, 1923.

No. 10321—1923.

J. S. Copeland, Jacobs, Ia. (P. O. Grinnell, R. F. D. No. 7), v. M. & St. L. R. R. Co. *Application for Extension of Spur Track.*

After some correspondence in this case, the Superintendent of the defendant railroad company advised us that the complainant told him, after a conference and investigation of the conditions at Jacobs, that he (the complainant) was willing to hold his application in abeyance pending such time as he developed his elevator and the business would warrant expenditure on the part of the railroad company to furnish the additional trackage.

Filed Feb. 5, 1921. Closed Jan. 10, 1923.

No. 10322—1923.

O. T. Myers, Afton, v. C. G. W. R. R. Co. and C. B. & Q. R. R. Co. *Station Facilities at Afton Junction.*

New depot constructed. Filed March 8, 1921. Closed Jan. 17, 1923.

No. 10323—1923.

Brotherhood of Locomotive Firemen and Engineers, v. I. C. Ry. Co. *Failure to Provide Switch Lights on Main Track Connecting Switches.*

This same subject is covered in our file No. A-3876. The record shows that after considerable correspondence, both with the carrier and the complainants, the complainants failed to reply to inquiries from this office as to the status of the case. Therefore, the files were closed without prejudice.

Filed Mar. 28, 1921. Closed Feb. 1, 1923.

No. 10324—1923.

Brotherhood of Locomotive Firemen and Engineers, v. C. M. & St. P. Ry. Co. *Failure to Protect Slow Order Track.*

Dismissed without prejudice. Filed Mar. 28, 1921. Closed Nov. 30, 1923.

No. 10325—1923.

Emmetsburg Township Trustees, Emmetsburg, v. C. M. & St. P. Ry. Co. *Highway Crossing in Palo Alto County.*

The Board held hearing in this case on July 17, 1923, and the parties entered into an agreement which satisfactorily disposed of the controversy.

Filed July 12, 1921. Closed Nov. 26, 1923.

No. 10326—1923.

Northeast Iowa Shippers' Assn., et al., Waukon, v. C. R. I. & P. Ry. Co. *Petition for Sunday Mixed Train Between Decorah and Oelwein.*

This case never came on for hearing, but, after some considerable investigation, and as a result of a conversation by Commissioner Webster

with Judge H. E. Taylor, representing the complainants, this file was closed without prejudice.

Filed Nov. 12, 1921. Closed Nov. 24, 1923.

No. 10327—1923.

Meyer Bros., Breda, v. C. & N. W. Ry. Co. *Renewal of Lease for Elevator Site.*

After considerable correspondence, this case was set down for hearing, on the premises, on Sept. 25, 1922, and the Board on that date inspected the premises and held informal hearing. The difficulty was later satisfactorily adjusted by the railroad company without the necessity of an order being issued by this Board.

Filed Feb. 13, 1922. Closed Dec. 22, 1922.

No. 10328—1923.

Town of Bayard, v. C. M. & St. P. Ry. Co. *Crossing Protection at Second Avenue.*

Satisfactorily adjusted. Filed Mar. 20, 1922. Closed Sept. 21, 1923.

No. 10329—1923.

Town of Bayard, v. C. M. & St. P. Ry. Co. *Crossing Protection at Main Street.*

Satisfactorily adjusted. Filed Mar. 20, 1922. Closed Sept. 21, 1923.

No. 10330—1923.

Grover Hamilton, Decatur, v. C. B. & Q. R. R. Co. (For citizens of Decatur County.) *Stock Yards at Delray.*

Satisfactorily adjusted. Filed Mar. 28, 1922. Closed Jan. 30, 1923.

No. 10331—1923.

Tracy Commercial Club, Tracy, v. Wabash Ry. Co. *Crossing Protection at Primary Road No. 24.*

Wig-wag signal installed. Filed April 17, 1922. Closed Sept. 24, 1923.

No. 10332—1923.

Tracy Commercial Club, Tracy, v. Wabash Ry. Co. *Crossing Protection at Woltz Street.*

After considerable investigation, the complainants advised, on Sept. 22, 1923, that this file might be closed.

Filed April 17, 1922. Closed Sept. 24, 1923.

No. 10333—1923.

H. J. Koelling, Mayor, Westgate, v. C. G. W. R. R. Co. *Drainage.*

After some correspondence, the railroad company placed some cinders in the road complained of, but advised that to properly drain it would cost more money than they would feel justified in spending at this station. The complainant was advised that this Board had no jurisdiction of the matter of drainage, and the case was dismissed without prejudice. The railroad company did, however, attempt to improve the road complained of to some extent.

Filed June 23, 1922. Closed Nov. 20, 1923.

No. 10334—1923.

Chicago & North Western Railway Co. *Application for Authority to Cancel Trains Nos. 53 and 58 over Branch to and from Polk City.*

On July 6th the Board granted permission to the applicant to cancel these trains, "subject to the right of interested persons to petition for hearing." No protests or complaints having been received in over a year from the date of granting this authority, this file is closed.

Filed July 6, 1922. Closed Nov. 20, 1923.

No. 10335—1923.

Farmers' Shipping Assn., Clare, v. M. & St. L. R. R. Co. *Stock Yards—Bad Condition of.*

Yards repaired. Filed June 30, 1922. Closed Dec. 1, 1923.

No. 10336—1923.

M. H. Black, R. F. D., Shenandoah, v. Wabash Railway Co. *Station Facilities and Service at Bingham.*

Complainant failing to comply to three inquiries from this office as to whether or not he desired formal hearing, the file was closed without prejudice.

Filed July 18, 1922. Closed Dec. 1, 1923.

No. 10337—1923.

Board of Supervisors of Johnson County, Iowa City, v. C. R. I. & P. Ry. Co. *Highway Crossing.*

The Board viewed the premises and held hearing in this case on May 9, 1923, but no order was issued. Subsequent to the hearing, Commissioner Webster conferred with the parties in interest, which conference resulted in the settlement of the case by moving the proposed crossing to a location 150 feet east of the original location.

Filed Sept. 11, 1922. Closed July 11, 1923.

No. 10338—1923.

J. S. K. Campbell, Morning Sun, v. M. & St. L. R. R. Co. *Private Crossing.*

Satisfactorily adjusted. Filed Sept. 4, 1922. Closed Jan. 9, 1923.

No. 10339—1923.

Union Savings Bank, Redding, v. C. R. I. & P. Ry. Co., *Station Facilities and Service—Hours of Agent.*

The complainants failing to reply to inquiries from this office as to whether or not they desired a formal hearing, the file was closed.

Filed Sept. 21, 1922. Closed April 6, 1923.

No. 10340—1923.

B. J. Heiden, Rowan, v. C. G. W. R. R. Co. *Poor Condition of Right of Way Fence.*

Fence repaired. Filed Sept. 28, 1922. Closed Mar. 1, 1923.

No. 10341—1923.

Board of Supervisors of Hancock County, v. C. M. & St. P. Ry. Co. *Highway Crossing—Orthel Township.*

Satisfactorily adjusted. Filed Oct. 5, 1922. Closed Nov. 20, 1923.

No. 10342—1923.

Incorporated Town of Meservey, by Commerce Counsel, v. C. G. W. R. R. Co. *Highway Crossing at Third Street.*

Crossing installed. Filed Oct. 21, 1922. Closed Sept. 19, 1923.

No. 10343—1923.

S. M. Ladd, Des Moines, W. B. Richards, Ocheyedan, and H. E. Dean, Ocheyedan, v. C. R. I. & P. Ry. Co. *Freight Service.*

This complaint was made during an acute car shortage, and, conditions having become more normal, and having received no further complaint from Oct. 28, 1922, to Nov. 30, 1923, the file was closed.

Filed Oct. 17, 1922. Closed Nov. 30, 1923.

No. 10344—1923.

O. P. Herrold, Herrold, v. D. M. & C. I. R. R. Co. *Poor Condition of Stock Yards.*

Satisfactorily adjusted. Filed Oct. 16, 1922. Closed Dec. 1, 1923.

No. 10345—1923.

City of Sioux City. *Application for Approval of Ordinance No. L-188, Regulating Railroad Traffic over Crossings in Sioux City.*

The Board held a hearing in this case, at Sioux City, on Dec. 19, 1922, and subsequent thereto made certain recommendations to the City Attorney of Sioux City. Later, one of the carriers who had objected to the proposed ordinance withdrew its objections. Nothing having been heard from the complainants for nearly a year, this file is closed without prejudice.

Filed Sept. 21, 1922. Closed Dec. 1, 1923.

No. 10346—1923.

Farmers Elevator Co., Ellsworth, by J. H. Henderson, Commerce Counsel, v. C. & N. W. Ry. Co. *Renewal of Lease for Elevator Site.*

Satisfactorily adjusted. Filed Oct. 30, 1922. Closed Sept. 6, 1923.

No. 10347—1923.

Reynolds & Rude, Ellsworth, by J. H. Henderson, Commerce Counsel, v. C. & N. W. Ry. Co. *Renewal of Lease for Elevator Site.*

Satisfactorily adjusted. Filed Oct. 30, 1922. Closed Sept. 6, 1923.

No. 10348—1923.

John H. Miller, Adelphi, v. Wabash Railway Co. *Right of Way Fence.*

Satisfactorily adjusted. Filed Nov. 13, 1922. Closed April 26, 1923.

No. 10349—1923.

Melvin Shipping Association, Melvin, v. C. R. I. & P. Ry. Co. *Freight Train Service.*

Adjusted. Filed Nov. 17, 1922. Closed Nov. 20, 1923.

No. 10350—1923.

Hon. Wm. Hutchinson, Alton, v. C. St. P. M. & O. Ry. Co. *Train Service, Sioux City-Worthington Line.*

The railroad company advised that this curtailment of service was due to the coal strike, and with a view to conserving fuel. The complainant advised that he did not desire to have the case formally heard before the Board, and, after lying dormant in our files for more than a year, the case was closed without prejudice.

Filed Nov. 16, 1922. Closed Nov. 30, 1923.

No. 10351—1923.

M. L. Myers, Ft. Dodge, v. C. G. W. R. R. Co. *Poor Condition Right of Way Fence.*

Satisfactory repairs made. Filed Nov. 2, 1922. Closed Mar. 20, 1923.

No. 10352—1923.

Miss Hartman, Clarkson, v. C. B. & Q. R. R. Co. *Station Facilities and Service—Keeping Station Open and Heated for Sunday Evening Train.*

Satisfactorily adjusted. Filed Dec. 7, 1922. Closed May 8, 1923.

No. 10353—1923.

A. S. Burdick, Postville, v. C. R. I. & P. Ry. Co. *Freight Train Service —Decorah Branch.*

After considerable investigation, the delay was explained to the complainant, and not hearing further from him for some little time, the file was closed without prejudice.

Filed Dec. 9, 1922. Closed Apr. 23, 1923.

No. 10354—1923.

Veenstra Bros., Leighton, v. C. R. I. & P. Ry. Co. *Stock Yards—Additional Facilities.*

Satisfactorily adjusted. Filed Jan. 23, 1923. Closed Nov. 15, 1923.

No. 10355—1923.

Citizens of Poweshiek County, by G. W. Wiltse, and John Bradley, Montezuma, v. M. & St. L. R. R. Co. *Passenger Train Equipment and Service on Grinnell-Montezuma Branch.*

On April 13, 1923, the railroad company advised "we are going to try to please our people down there by giving the very best service we can." Not hearing from the complainants for a considerable period of time, the file was closed without prejudice. Filed Jan. 2, 1923. Closed Nov. 15, 1923.

No. 10356—1923.

F. B. Shaffer, Lawler, v. C. M. & St. P. Ry. Co. *Station Facilities and Service—Hours of Agent.*

Satisfactorily adjusted. Filed Dec. 30, 1922. Closed Feb. 22, 1923.

No. 10357—1923.

Hon. J. R. Price and Hon. D. M. Anderson, Albia, v. M. & St. L. R. R. *Unsanitary Condition of Depot.*

Satisfactorily adjusted. Filed Jan. 15, 1923. Closed Jan. 27, 1923.

No. 10358—1923.

Citizens of Sherman Station v. C. R. I. & P. Ry. Co. *Train Service—Stopping of Certain Trains at Sherman.*

The complainants failing to reply to inquiries from this office as to whether or not they desired formal hearing, the file was closed without prejudice. Filed Jan. 22, 1923. Closed Nov. 15, 1923.

No. 10359—1923.

H. E. Blackledge, Keosauqua, v. C. R. I. & P. Ry. Co. *Station Facilities and Service—Electric Lights in Depot.*

Upon refusal of the company to install lights, the complainant was asked if he desired formal hearing, and, failing to reply to inquiries from this office, the file was closed without prejudice. Filed Dec. 19, 1922. Closed Apr. 6, 1923.

No. 10360—1923.

Board of Supervisors of Wayne County, by Iowa State Highway Commission, Ames, v. C. B. & Q. R. R. Co. *Highway Crossing, Corydon Township.*

Satisfactorily adjusted. Filed Jan. 18, 1923. Closed Nov. 26, 1923.

No. 10361—1923.

G. E. Mather, Mayor, Clarksville, v. C. G. W. R. R. *Track Conditions.*

Conditions complained of improved. Filed Dec. 7, 1922. Closed Jan. 20, 1923.

No. 10362—1923.

Board of Supervisors of Mahaska County, by Iowa State Highway Commission, Ames, v. C. R. I. & P. Ry. Co. *Highway Crossing in White Oak Township.*

Satisfactorily adjusted. Filed Feb. 8, 1923. Closed Oct. 12, 1923.

No. 10363—1923.

Board of Supervisors of Mahaska County, by Iowa State Highway Commission, Ames, v. C. R. I. & P. Ry. Co. *Highway Crossing, Spring Creek Township.*

Satisfactorily adjusted. Filed Feb. 8, 1923. Closed Oct. 13, 1923.

No. 10364—1923.

Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Engineers, and Order of Railway Conductors, v. Ill. Central Railroad, et al. *Failure to Provide Switch Lights at Switches Connected with Main Track.*

Closed without prejudice. Filed Feb. 1, 1923. Closed Nov. 15, 1923.

No. 10365—1923.

Brotherhood of Locomotive Firemen and Engineers v. M. & St. L. R. R. Co. *Clearance of Buildings at Grinnell.*

After an inspection of the conditions complained of, by a representative of this office, such corrective measures were applied as would remove all cause for complaint.

Filed Feb. 6, 1923. Closed Nov. 6, 1923.

No. 10366—1923.

F. B. Crowley, St. Louis, Mo., v. C. B. & Q. R. R. Co. *Baggage—Failure to Check, Red Oak, via Griswold, to Atlantic.*

Satisfactorily adjusted. Filed Feb. 15, 1923. Closed July 1, 1923.

No. 10367—1923.

E. R. Gray, Des Moines, v. C. M. & St. P. Ry. Co. *Train Service—Train Leaving Storm Lake Before Scheduled Time.*

Satisfactorily adjusted. Refund made. Filed Feb. 15, 1923. Closed Mar. 16, 1923.

No. 10368—1923.

Brotherhood of Locomotive Engineers, v. Iowa Southern Utilities Co. *Objections to Operation of One Man Car between Centerville and Mystic.*

This complaint was investigated by a representative from this office, who reported, among other things, that he could see no opportunity for a dangerous condition to arise from such operation. Complainants were advised of this, and replied that they were not satisfied with the report. We wrote them that the only way to settle the controversy would be to have a formal hearing, and asked them to state their wishes in regard to such procedure. They failed to reply to two inquiries from this office, and file was closed without prejudice.

Filed Jan. 31, 1923. Closed Nov. 15, 1923.

No. 10369—1923.

Board of Supervisors of Pottawattamie County, by Iowa State Highway Commission, Ames, v. C. G. W. R. R. *Highway Crossing in Garner Township.*

Satisfactorily adjusted. Filed Feb. 8, 1923. Closed Nov. 26, 1923.

No. 10370—1923.

Hon. E. C. Matthieson, Clinton, v. C. & N. W. Ry. *Stock Train Service—Clinton-Anamosa Branch.*

Railway Company advised that their representative had called upon the complainant, and, after having explained things to him, complainant advised complaint would be withdrawn. Mr. Matthieson failed to reply to two letters from this office written in an effort to substantiate this, and our file closed without prejudice.

Filed Feb. 5, 1923. Closed Nov. 15, 1923.

No. 10371—1923.

Consumers Coal Co., Sioux City, v. Great Northern Railway Co. *Renewal of Lease for Coal Shed Site.*

Satisfactorily adjusted. Filed Mar. 6, 1923. Closed Sept. 7, 1923.

No. 10372—1923.

Grover Hamilton, Decatur, v. C. B. & Q. R. R. Co. *Stock Train Service.*

This case was personally handled by Commissioner Webster, and inasmuch as nothing has been heard from the complainant for about nine months, the file is closed without prejudice.

Filed Jan. 23, 1923. Closed Nov. 23, 1923.

No. 10373—1923.

Van Wert Shipping Assn., Van Wert, v. C. B. & Q. R. R. Co. *Poor Condition Stock Yards.*

Satisfactorily adjusted. Filed Mar. 10, 1923. Closed Apr. 26, 1923.

No. 10374—1923.

R. A. Mealy, Elma, v. C. G. W. R. R. Co. *Drainage—Unsanitary Conditions.*

As to the unsanitary condition of toilets, the Commission advised the complainant that his remedy lay with the State Hotel Inspector, and suggested that he take the complaint up with them. The drainage complaint was taken up with the railroad company, who advised they would be willing to fill the driveways with cinders if the city would do the hauling, which they refused to do. Failing to receive responses to our letters addressed to complainant for more than seven months, this case is closed without prejudice. Neither the question of drainage or unsanitary conditions lie within the jurisdiction of this Board.

Filed Mar. 17, 1923. Closed Dec. 1, 1923.

No. 10375—1923.

W. S. Murdock, Gilman, v. M. & St. L. R. R. Co. *Stock Train Service and Poor Condition of Scales at Laurel.*

The Railroad Company advised that their Superintendent called on the complainant and discussed the situation, and he believed Mr. Murdock was satisfied that additional train service was not warranted. Not having heard further from the complainant, this file is closed without prejudice.

Filed Mar. 20, 1923. Closed Nov. 22, 1923.

No. 10376—1923.

Farmers Mutual Telephone Co., Postville, v. C. M. & St. P. Ry. Co. *Wires Over Railroad.*

After considerable correspondence, and personal inspection of the proposed wire crossing by our Electrical Engineer, this controversy was satisfactorily disposed of.

Filed June 26, 1922. Closed April 30, 1923.

No. 10377—1923.

Citizens of Mineola v. Wabash Railway Co. *Passenger Train Service.*

The complainants failing to reply to inquiries from this office as to whether or not they desired formal hearing, this file is closed without prejudice.

Filed May 3, 1923. Closed Dec. 1, 1923.

No. 10378—1923.

Chicago, Rock Island & Pacific Railway Co. *Station Facilities and Service—Discontinuance of Jefferson Street Station at Burlington.*

The Commission advised the railway company that they would "raise no objection to the discontinuance of this stop." No objections having been received from April 18, 1923, to Nov. 20, 1923, this file has been closed without prejudice.

Filed April 18, 1923. Closed Nov. 20, 1923.

No. 10379—1923.

Mrs. Sarah Bucknell, Carrville, v. Ill. Cent. R. R. Co. *Private Crossing.*

Satisfactorily adjusted. Filed Apr. 16, 1923. Closed Nov. 27, 1923.

No. 10380—1923.

E. B. and F. B. Rivers, Granger, v. D. M. & C. I. Ry. Co. *Right of Way Fence.*

Satisfactorily repaired. Filed May 1, 1923. Closed July 9, 1923.

No. 10381—1923.

F. C. Stiffler, New Virginia, by Hon. J. H. Henderson, Commerce Counsel, v. C. B. & Q. R. R. Co. *Station Facilities and Service—Enlargement and Proper Equipment of Depot.*

Depot enlarged and improved to the satisfaction of complainants.

Filed Apr. 7, 1923. Closed Nov. 24, 1923.

No. 10382—1923.

H. E. Blackledge, Keosauqua, v. C. R. I. & P. Ry. Co. *Station Facilities and Service—Hours of Agent.*

Satisfactorily adjusted. Filed April 20, 1923. Closed May 25, 1923.

No. 10383—1923.

Montour Community Club, Montour, v. C. & N. W. Ry. Co. *Station Facilities and Service—Electric Lights in Depot.*

The company advised they would not be justified in assuming the expense of installing electric lights. The complainant failing to reply to inquiries from this office as to whether or not he desired formal hearing, the file is closed without prejudice.

Filed April 27, 1923. Closed Dec. 1, 1923.

No. 10384—1923.

Chicago Great Western Railroad Company. *Motor Train Service between McIntire and Waterloo.*

This additional service was established by the company as "an experiment, with no permanency unless the experiment shall prove worth while from the operating company's income standpoint; and that the company shall, therefore, feel privileged to discontinue the service at any time when in its judgment it is considered advisable to do so."

Filed May 7, 1923. Closed Nov. 20, 1923.

No. 10385—1923.

Guy Sparks, Bonair, v. C. M. & St. P. Ry. Co. *Watering Facilities at Stock Yards.*

Satisfactorily adjusted. Filed April 26, 1923. Closed July 7, 1923.

No. 10386—1923.

Oswald Strand, Manly, v. M. & St. L. R. R. Co. *Watering Facilities in Stock Yards.*

Satisfactorily adjusted. Filed May 7, 1923. Closed Aug. 22, 1923.

No. 10387—1923.

John Eichhorn, Mayor, Malcom, v. C. R. I. & P. Ry. Co. *Curtailment of Passenger Train Service.*

After investigating this case, the Board asked the complainant if he desired a formal hearing, in view of the unfavorable attitude of the carrier, and the petitioner advised "In view of all the circumstances, this case might as well be closed at this time, as I do not believe that it will be worth while to take any further action." Filed May 1, 1923. Closed Sept. 15, 1923.

No. 10388—1923.

O. W. Harris, City Solicitor, Jefferson, v. C. & N. W. Ry. Co. *Crossing Protection at Elm Street.*

Wig-wag signals installed. Filed May 22, 1923. Closed Nov. 26, 1923.

No. 10389—1923.

F. O. Dickey, Cummings, v. C. G. W. R. R. Co. *Right of Way Fence.*

Satisfactory repairs made. Filed June 7, 1923. Closed Nov. 26, 1923.

No. 10390—1923.

L. H. Woods, Hampton, v. M. & St. L. R. R. Co. *Highway Crossing on Main Street.*

Investigation developed that this crossing was one little used, and that it was located within the city limits. Therefore, it was suggested to the complainant that the City Council would have authority over the matter. The railroad company advised that the crossing was maintained with one plank on each side of the rails, the center being filled with cinders, and that the cinders were replenished at intervals to avoid rough riding over the crossing. They further advised that all crossings in Hampton had been gone over and necessary repairs made.

Filed June 27, 1923. Closed Oct. 20, 1923.

No. 10391—1923.

Chas. W. Johnson, Waukee, v. C. M. & St. P. Ry. Co. *Weeds on Right of Way.*

Weeds were removed. Filed July 3, 1923. Closed July 13, 1923.

No. 10392—1923.

N. G. Malin, Dubuque, v. C. M. & St. P. Ry. Co. *Refrigerator Service—at Waupeton.*

The complaint was taken up with the railroad company, who, on July

23rd, advised the matter would have prompt attention. Since then we have heard nothing from them or the complainant, and inasmuch as the time for the necessity of refrigerator car service has passed, the file is closed without prejudice. Filed July 29, 1923. Closed Nov. 20, 1923.

No. 10393—1923.

C. C. Petrie, Arispe, v. C. G. W. R. R. Co. *Train Service.*

Upon refusal of the railroad company to stop certain fast trains at Arispe, the complainant was asked if he desired the case set down for formal hearing, and inasmuch he failed to reply to two letters from this office, the file was closed without prejudice.

Filed July 12, 1923. Closed Dec. 1, 1923.

No. 10394—1923.

Iowa Southern Utilities Co., Centerville. *Application for Authority to Abandon Train Service and Track between Albia City Limits and Hocking, Iowa.*

The company were advised to abandon the service and track, and then if complaint were made to the Commission, hearing could be had later. No complaints having been received, this file is closed without prejudice.

Filed May 25, 1923. Closed November 20, 1923.

No. 10395—1923.

Centerville Timber Co., Centerville, v. M. & St. L. R. R. Co. *Right of Way Fence.*

Fence constructed. Filed June 13, 1923. Closed Nov. 20, 1923.

No. 10396—1923.

T. W. Purcell, Hampton, v. M. & St. L. R. R. Co. *Poor Condition of Highway Crossings.*

Adjusted. Filed May 28, 1923. Closed Nov. 20, 1923.

No. 10397—1923.

Des Moines & Central Iowa Railroad Co. *Station Facilities and Service —Closing of Bowsher Station.*

The Board advised the petitioners that the station might be closed, with the proviso that in case of protest hearing would be had. No complaints being received in this office as to the closing of the station, the file was closed. Filed June 2, 1923. Closed November 20, 1923.

No. 10398—1923.

Martin Damman, Melbourne, v. C. G. W. R. R. Co. *Right of Way Fence.*

Adjusted. Filed May 22, 1923. Closed November 20, 1923.

No. 10399—1923.

Adolph Totemeir, New London, v. C. B. & Q. R. R. Co. *Site for Scales.*

Upon investigation, the railroad company advised "We have met with the heads of the different organizations at that point and we believe the matter is now lined up so there will be no further cause for complaint."

Filed June 15, 1923. Closed Nov. 20, 1923.

No. 10400—1923.

Lions Club, Osage, v. C. G. W. R. R. Co. *Abandonment of Road Between McIntire and Osage.*

Railroad Company advised that rumor of such action on their part was unfounded. Filed July 19, 1923. Closed July 25, 1923.

No. 10401—1923.

L. A. Wassam, Hudson, v. C. G. W. R. R. Co. *Right of Way Fence—Weeds.*

Satisfactorily adjusted. Filed June 18, 1923. Closed Nov. 30, 1923.

No. 10402—1923.

L. R. Jackson, La Moille, v. C. & N. W. Ry. Co.

Station Facilities and Service—*Closing of Depot at La Moille.*

Depot reopened. Filed July 19, 1923. Closed October 30, 1923.

No. 10403—1923.

Exira Creamery Co., Exira, v. C. R. I. & P. Ry. Co. *Refrigerator Car Service.*

Closed without prejudice. Filed June 5, 1923. Closed Nov. 20, 1923.

No. 10404—1923.

R. E. Stirling, Hudson, v. C. G. W. R. R. Co. *Weeds Along Right of Way.*

Weeds were cut.

Filed July 24, 1923. Closed November 20, 1923.

No. 10405—1923.

Des Moines & Central Iowa Railroad Co. *Passenger Fare—Reduction of, between Harris and Des Moines.*

Authority granted to make such reduction, the reduction being from twelve to ten cents. Filed July 17, 1923. Closed Oct. 19, 1923.

No. 10406—1923.

F. B. Crowley, Des Moines, v. C. & N. W. Ry. Co. *Baggage—Handling of at Logan and Woodbine.*

Complaint dismissed by petitioner. Filed June 24, 1923. Closed October 24, 1923.

No. 10407—1923.

City Council, Clinton, v. C. M. & St. P. Ry. Co. and C. & N. W. Ry. Co. *Crossing Protection at Second and Lyons Streets, Lyons.*

Satisfactorily adjusted. Filed July 23, 1923. Closed Sept. 20, 1923.

No. 10408—1923.

C. W. Chandler, Kellerton, v. C. B. & Q. R. R. Co. *Station Facilities and Service—Telephone in Depot.*

Telephone installed. Filed August 8, 1923. Closed November 20, 1923.

No. 10409—1923.

Farmers Co-operative Elevator Co., Ocheyedan, v. C. R. I. & P. Ry. Co. *Freight Train Service.*

Satisfactory daily service furnished. Filed June 29, 1923. Closed November 24, 1923.

No. 10410—1923.

James A. Smith Lumber Co., Osage, v. C. M. & St. P. Ry. Co. *Rental and Lease on Lumber Yard Site at Grafton.*

Adjusted satisfactorily. Filed April 19, 1923. Closed Sept. 24, 1923.

No. 10411—1923.

Phil S. Billings, Des Moines, v. C. B. & Q. R. R. Co. *Failure to Stop at Grade Railroad Crossing in Oskaloosa.*

"Stop" boards installed, and the company advised that all trains would stop at crossing complained of. Filed Aug. 5, 1923. Closed Nov. 24, 1923.

No. 10412—1923.

Wm. Dovey, Hampton, v. M. & St. L. R. R. Co. *Right of Way Fence.*

Necessary repairs made. Filed Aug. 27, 1923. Closed Sept. 27, 1923.

No. 10413—1923.

D. L. Clark, Newton, v. C. R. I. & P. Ry. Co. *Station Facilities and Service—Telegraph Service.*

Satisfactorily adjusted. Filed July 19, 1923. Closed Dec. 1, 1923.

No. 10414—1923.

Prof. S. P. Fogdall, Des Moines, v. C. & N. W. Ry. Co. *Station Facilities and Service—Closing of Depot at Webster City on Sunday.*

Railroad company stated that station was kept open on Sunday to sell tickets thirty minutes before train time. The complainant advised he did not desire to go to formal hearing in this case.

Filed Sept. 18, 1923. Closed Nov. 22, 1923.

No. 10415—1923.

Railroad Commission v. Wabash Railway Co. *Water Supply at Stock Yards at Cordova.*

Satisfactory repairs made to pump. This complaint was made personally to Commissioner Woodruff, but the complainant did not disclose his name. Filed Sept. 11, 1923. Closed Nov. 3, 1923.

No. 10416—1923.

Grover Hamilton, Decatur, v. C. B. & Q. R. R. Co. *Refusal to Deliver Prepaid Freight at Delray.*

Adjusted. Filed Sept. 21, 1923. Closed Nov. 20, 1923.

No. 10417—1923.

R. W. Pugh, Williamsburg, v. C. M. & St. P. Ry. Co. *Station Facilities and Service at South Amana.*

Adjusted. Filed Sept. 24, 1923. Closed Dec. 1, 1923.

No. 10418—1923.

H. J. Mantz, Audubon, v. C. R. I. & P. Ry. Co. *Passenger Train Service Between Atlantic and Audubon.*

The company advised that the reduction in train service was made as

an economic measure. The complainant failing to reply to inquiry from this office as to whether or not he desired formal hearing, the file was closed without prejudice. Filed Sept. 28, 1923. Closed Dec. 1, 1923.

No. 10419—1923.

N. S. Helland, Huxley, v. C. M. & St. P. Ry. Co. *Right of Way Fence—Weeds on Right of Way.*

Satisfactorily taken care of. Filed Oct. 24, 1923. Closed Dec. 1, 1923.

No. 10420—1923.

Chicago, Rock Island & Pacific Railway Co. *Train Service—Reduction on Newton-Monroe Branch.*

The company made this reduction in service on Sept. 9, 1923, and inasmuch as no complaints relative thereto had been filed in this office on Nov. 30, 1923, the file was closed. Filed Sept. 7, 1923. Closed Nov. 30, 1923.

No. 10421—1923.

Chicago, Rock Island & Pacific Railway Co. *Train Service—Reduction on Menlo-Guthrie Center Branch.*

This reduction in service was made on Sept. 9, 1923, and inasmuch as no objections thereto had been filed in this office on Nov. 30, 1923, the file was closed. Filed Sept. 7, 1923. Closed Nov. 30, 1923.

No. 10422—1923.

Chicago, Rock Island & Pacific Railway Co. *Train Service—Reduction on Atlantic-Griswold Branch.*

This reduction in service was made on Sept. 9, 1923, and inasmuch as no objections thereto had been filed in this office on Nov. 30, 1923, the file was closed. Filed Sept. 7, 1923. Closed Nov. 11, 1923.

No. 10423—1923.

Chicago, Rock Island & Pacific Railway Co. *Train Service—Reduction on Avoca-Harlan Branch.*

This reduction in service was made on Sept. 9, 1923, and inasmuch as no objections thereto had been filed in this office on Nov. 30, 1923, the file was closed. Filed Sept. 7, 1923. Closed Nov. 30, 1923.

No. 10424—1923.

Chicago, Rock Island & Pacific Railway Co. *Train Service—Reduction on Avoca-Carson Branch.*

This reduction in service was made on Sept. 9, 1923, and no objections thereto having been filed in this office on Nov. 30, 1923, the file was closed. Filed Sept. 7, 1923. Closed Nov. 30, 1923.

No. 10425—1923.

Chicago, Rock Island & Pacific Railway Co. *Train Service—Reduction on Iowa City—Elmira Branch.*

This reduction in service was made on Sept. 9, 1923, and no objections thereto having been filed in this office on Nov. 30, 1923, the file was closed. Filed Sept. 7, 1923. Closed Nov. 30, 1923.

No. 10426—1923.

E. C. Dorsey, Arion, v. Ill. Cent. R. R. Co. *Station Facilities and Service—Hours of Agent.*

Adjusted. Filed Nov. 7, 1923. Closed Dec. 1, 1923.

No. 10427—1923.

L. C. Percival, Winterset, v. C. G. W. R. R. Co. *Trains Blocking Crossings at Peru.*

Adjusted. Filed Nov. 15, 1923. Closed Dec. 1, 1923.

Express Company Cases Closed

No. 10428—1923.

Citizens of Sherman v. American Railway Express Co. *Petition to Have Sherman Made an Express Station.*

Upon refusal of the Express Company to grant this request, the complainants were asked if they desired formal hearing before the Board. They failed to reply to inquiries from this office, and the file was closed without prejudice. Filed Jan. 22, 1923. Closed May 11, 1923.

No. 10429—1923.

Chamber of Commerce, Cherokee, v. American Railway Express Co. *Express Service—Refusal to Accept Currency Shipments to Primghar, Ia.*

Satisfactorily adjusted. Filed Aug. 1, 1923. Closed Aug. 8, 1923.

No. 10430—1923.

E. W. Fannon, Centerville, v. American Railway Express Co. *Express Service—Delivery Limits.*

Satisfactorily adjusted. Filed Aug. 21, 1923. Closed Aug. 30, 1923.

Claims and Switching

No. 10431—1923.

F. D. Kelsey, Maquoketa, v. C. M. & St. P. *Claim for Storage Charge at Teed's Grove.*

This is a case which was misplaced in our files and has just come to light. Nothing has been received on it since Aug. 10, 1917, and, therefore, the file is closed without prejudice. Filed April 28, 1917. Closed Nov. 30, 1923.

No. 10432—1923.

Muscatine Shippers Assn., Muscatine, v. C. D. & M. Ry. Co. *Overcharge Account no Team Track at Muscatine.*

This is an old case which has lain dormant in our files for sixteen months without having received any correspondence relative thereto. Therefore the file was closed without prejudice. Filed July 15, 1922. Closed Aug. 11, 1923.

No. 10433—1923.

Sioux City Chamber of Commerce, Sioux City, v. C. &. N. W. Ry. Co., et al. *Inter-terminal Switching Charges at Sioux City.*

Satisfactorily adjusted. Filed July 17, 1922. Closed Jan. 24, 1923.

No. 10434—1923.

Ryan Construction Co., Davenport, v. C. M. & St. P. Ry. Co. *Switching —Refusal to Place Cars on Industry Track.*

Satisfactorily adjusted. Filed Aug. 1, 1922. Closed Dec. 13, 1923.

No. 10435—1923.

Citizens of Laurens v. C. R. I. & P. Ry. Co. and C. & N. W. Ry. Co. *Track Connection.*

Defendants refused to install track connection, stating that the cost thereof was prohibitive and out of all proportion to the business to be handled. The complainants failing to reply to inquiries from this office as to whether or not they desired formal hearing, the file was closed.

Filed Nov. 22, 1922. Closed Dec. 1, 1923.

No. 10436—1923.

Ford Lumber Co., Sioux City, v. C. & N. W. Ry. Co. *Switching Service and Rates.*

The complainants failing to reply to inquiries from this office as to whether or not they desired formal hearing, the file was closed. Filed Jan. 26, 1923. Closed Dec. 1, 1923.

Motor Bus Decisions, Certificates of Authorization, and Matters Pertaining Thereto

On June 18, 1923, under the provisions of Chapter 97, Laws of the 40th General Assembly, the Board adopted Rules and Regulations Governing the Operation of Motor Carriers, effective July 4, 1923, as follows:

BOARD OF

RAILROAD COMMISSIONERS

OF THE

STATE OF IOWA

Rules and Regulations Governing the Operation of Motor Carriers

Adopted June 18, 1923

RULES AND REGULATIONS GOVERNING THE OPERATIONS OF MOTOR CARRIERS

These Rules and Regulations have been adopted under authority granted in Chapter 97, Laws of the Fortieth General Assembly of Iowa, and are to be complied with in addition to the provisions of said law.

Any amendment to these Rules and Regulations, unless otherwise stated therein, shall apply in the same manner to persons holding certificates at the time it becomes effective as it applies to persons thereafter certificated under Chapter 97, Laws of the Fortieth General Assembly of Iowa.

Rule 1. APPLICATION. Application for a Certificate of Authorization to operate motor vehicles for the transportation of persons and property for compensation over the public highways under the provisions of this act shall be made to the Board of Railroad Commissioners of Iowa, Des Moines, Iowa, upon the form prescribed for that purpose and furnished by said Board.

Rule 2. PUBLICATION OF NOTICE OF HEARING. When a date and place for hearing is named, the Board will furnish the applicant with copies of the official notice of hearing, which the applicant shall cause to be published in some newspaper of general circulation in each of the counties in which the service is proposed to be rendered, once each week for two consecutive weeks prior to said hearing, and the applicant shall pay the cost of said publication. Proof of publication in each newspaper shall be filed with the Board on or before the date of hearing.

Rule 3. INSURANCE BOND PASSENGER. Within five days after the approval of the application, and before the Certificate of Authorization shall issue, the applicant shall file with the Board the following, covering each passenger carrying motor vehicle used or to be used by such applicant:

(a) Liability insurance bond, as provided by Section 10, Chapter 97, Laws of the Fortieth General Assembly, the minimum amount of which shall be as follows:

Passenger Carrying Capacity	Liability for Personal Injury	
	To Any One Person	To More Than One Person Injured by Reason of One Act of Negligence
7 or less	$5,000	$10,000
8 to 12	5,000	12,000
13 to 15	5,000	15,000
16 to 20	5,000	20,000
21 to 25	5,000	25,000
26 to 30	5,000	30,000
31 to 35	5,000	35,000
36 to 40	5,000	40,000
41 to 45	5,000	45,000
46 to 50	5,000	50,000

(b) Liability insurance bond, as provided by Section 10, Chapter 97, Laws of the Fortieth General Assembly, of not less than one thousand ($1,000.00) dollars, to cover damage to property other than that of or in charge of the assured.

(c) Liability insurance bond, as provided by Section 10, Chapter 97, Laws of the Fortieth General Assembly, of not less than one thousand ($1,000.00) dollars, to cover loss of or damage to property other than that covered by liability insurance bond provided for in Section (b) of this Rule.

Rule 4. INSURANCE BOND—FREIGHT. Within five days after the approval of the application, and before the Certificate of Authorization shall issue, the applicant shall file with the Board the following, covering each freight carrying motor vehicle used or to be used by such applicant:

(a) Liability insurance bond, as provided by Section 10, Chapter 97, Laws of the Fortieth General Assembly, in the sum of not less than five thousand ($5,000.00) dollars for any recovery for personal injury by one person and not less than ten thousand ($10,000.00) dollars for more than one person receiving personal injury by reason of one act of negligence.

(b) Liability insurance bond, as provided by Section 10, Chapter 97, Laws of the Fortieth General Assembly, of not less than one thousand ($1,000.00) dollars, to cover damage to property other than that of or in charge of the assured.

(c) Liability insurance bond, as provided by Section 10, Chapter 97, Laws of the Fortieth General Assembly, of not less than one thousand ($1,000.00) dollars, to cover loss of or damage to property other than that covered by liability insurance bond provided for in Section (b) of this Rule.

Rule 5. NOTICE OF CANCELLATION OF POLICIES OR BONDS. No policy or bond carried by any motor carrier in accordance with the requirements of Chapter 97, Laws of the Fortieth General Assembly, or the Rules of this Board, shall be cancelled until after five days' written notice has been given the Board by the party proposing to cancel such policy or bond. No policy or bond will be accepted by the Board unless it contains this provision.

Rule 6. BOND FOR FEES, TAXES, ETC. Within five days after the approval of the application, and before the Certificate of Authorization shall issue, the motor carrier shall file with the Board a bond conditioned on the payment of all fees, taxes, or charges which may be due the state or any governmental unit in the state under any permit of operation and for the faithful carrying out of any permit granted by this Board, for a sum equal to twice the amount of the motor carrier's monthly tax, with a minimum of one hundred ($100.00) dollars.

If a personal bond is filed, it shall bear the approval of the county treasurer of each county through which the carrier operates.

Rule 7. TIME SCHEDULES. Printed or typewritten time schedules and supplements thereto showing time of arrival and departure at terminals and time of departure from intermediate points shall be filed with the Commission immediately as issued. Such time schedules shall

be posted in a conspicuous place in each passenger carrying motor carrier unit and shall plainly show the date of issue and effective date thereon. Time schedules shall be numbered serially beginning with Number 1 and succeeding schedules shall carry notation immediately below its serial number "Cancels Time Schedule Number ——."

Rule 8. FILING AND POSTING OF TARIFFS. Every motor carrier shall file with the Commission, and shall keep open to public inspection, tariffs and supplements thereto, showing the rates, fares and charges exacted for transportation of persons and property by such motor carrier.

Copy of said tariff shall be posted in a conspicuous place (easily accessible for public inspection) in each motor vehicle and at each station or stopping place on its route.

Said tariff shall plainly show the date of issue and effective date thereon, and shall be numbered serially beginning with Number 1 and succeeding tariffs or supplements thereto shall carry notation immediately below its serial number "Cancels Tariff (or Supplement) Number ——."

Rule 9. TARIFFS. The tariffs herein required to be filed with the Board shall be typewritten or printed in type not less than eight (8) point full face upon good and durable paper, size 8½x11 inches, and may contain as many pages as is necessary, of the same size.

Rule 10. RECORD OF RECEIPTS AND EXPENSES. Every motor carrier shall keep an accurate record of the receipts from operation, and operating and other expenses.

Rule 11. SOLID TIRED VEHICLE. Any vehicle equipped with two or more solid tires shall be considered a solid tired vehicle.

Rule 12. OBLIGATION TO CARRY PASSENGERS. No driver or operator of any motor vehicle for passenger transportation shall refuse to carry any person offering himself or herself at any regular stopping place for carriage and who tenders the regular fare to any regular stopping place on the route of said motor vehicle or between the termini thereof, unless at the time of such offer the seats of said motor vehicle are fully occupied; provided, however, that the driver or operator of such motor vehicle may refuse transportation to any person who is in an intoxicated condition or conducting himself in a boisterous or disorderly manner.

Rule 13. RECEIPTS FOR FREIGHT. Every motor carrier shall issue a receipt for freight received for shipment, which receipt shall contain the following:

1. Name of motor carrier.
2. Date and place received.
3. Name of consignor.
4. Name of consignee.
5. Destination.
6. Description of shipment.
7. Weight.
8. Value.
9. Rate and charges.
10. Signature of motor carrier or agent.

Rule 14. NON-USE. Any motor carrier shall forfeit, either in whole or in part, all rights granted by a Certificate of Authorization to operate motor vehicles, by non-use for a period of ninety (90) days after the grant of such Certificate.

Rule 15. MAINTENANCE OF EQUIPMENT. Every motor carrier unit and all parts thereof shall be maintained in a safe and sanitary condition at all times, and shall be at all times subject to the inspection of the commission and its duly authorized representatives.

Rule 16. DRIVERS' QUALIFICATIONS. Every driver employed by a motor carrier shall be at least twenty-one years of age, of good moral character, shall be fully competent to operate the motor vehicle under his charge, and shall hold a regular chauffeur's license from the State Motor Vehicle Department.

Rule 17. PASSENGERS ON RUNNING BOARDS, ETC. On passenger carrying motor carrier units passengers will not be allowed to ride on the running boards, fenders or any other part of the outside of the vehicle.

Rule 18. PASSENGER CARRYING CAPACITY. No motor vehicle shall carry a number of passengers in excess of the rated seating capacity of the vehicle as stated in the application except that children under seven years of age may be carried in the laps of persons accompanying them.

Rule 19. FREIGHT LOAD DIMENSIONS. On freight carrying motor carrier units no part of the load shall be allowed to project more than six inches beyond the running board of said motor vehicle, or measure more than eight feet wide over all.

Rule 20. LOADS ON RUNNING BOARD. No motor vehicle used for the carriage of passengers shall be operated carrying or transporting any luggage, baggage, package, trunk, crate or other load which shall extend more than six inches beyond the running board of said motor vehicle.

Rule 21. SPEED LIMITATION—PASSENGER. No passenger carrying motor carrier unit shall be driven over and along the public highways of this state at a greater rate of speed than twenty-five miles per hour.

Rule 22. SPEED LIMITATION—FREIGHT. No freight carrying motor carrier unit shall be driven over and along the public highways of this state at a greater rate of speed than twenty miles per hour.

Rule 23. REPORTING OF ACCIDENTS. Accidents arising from, or in connection with the operation of motor vehicles used in the transportation of persons or property resulting in injury to any person, or in damage to any property exceeding the sum of fifty ($50.00) dollars, shall be immediately reported to the Iowa Board of Railroad Commissioners, Des Moines, Iowa, in writing. Such reports must be plainly written or typed on one side of the paper only and shall set forth:

1. The time and place of accident.
2. The names and addresses of the owners of all vehicles involved.
3. The names and addresses of the drivers or operators of all vehicles involved.
4. The State Motor Vehicle Department license plate number, make and type of all vehicles involved.

5. The number of passengers, if any, in each of the vehicles involved.
6. The names and addresses of persons injured or killed.
7. The names and addresses of witnesses, if any.
8. A full and complete report of the accident; cause, party or parties responsible, if any; condition of roads, weather conditions; speed of vehicles involved, etc.

Rule 24. MARKING OF VEHICLES. All motor vehicles are required to have painted on each side in letters large enough easily to be read by the public, in three separate lines, the following:

(a) Name of person or company to whom Certificate is issued.
(b) The words "Passenger Motor Carrier" or "Freight Motor Carrier" as the case may be.
(c) "I. R. C. Certificate No.——."

Rule 25. STOPPING AT RAILROAD CROSSINGS. All operators of motor vehicles transporting persons or property are required to stop each and every motor vehicle before crossing over any steam or electric interurban railroad tracks at grade, such stop to be made not less than twenty feet nor more than seventy-five feet from the nearest rail of the railroad over which the highway crosses, except where such crossing is a guarded crossing protected by gates or a flag controlled by or operated by an employee of such railroad. After making the stop herein required, the driver or operator of the motor vehicle shall carefully look in each direction for approaching cars or trains and shall not start his vehicle until it is ascertained that no cars or trains are approaching the crossing in either direction.

Rule 26. RECKLESS OR UNSAFE OPERATION. No operator of any motor vehicle shall operate the same recklessly or in an unsafe manner. A persistent or flagrant violation of this Rule or of duly prescribed street traffic regulations shall be sufficient ground for revocation or suspension of Certificate.

Rule 27. BOARDING AND ALIGHTING FROM VEHICLES. Passengers shall not be permitted to board or alight from vehicles except on the right hand side thereof, nor until the vehicle has come to a full stop.

Rule 28. FIRE PROTECTION. Every motor vehicle used for the transportation of passengers shall be equipped with a fire extinguisher of a design or type approved by the National Board of Fire Underwriters and such extinguisher shall be kept in satisfactory operative condition at all times.

Rule 29. WARNING DEVICE. Every motor vehicle shall be equipped with a suitable bell, horn, or other adequate warning device.

Rule 30. SPEEDOMETERS. Every motor vehicle shall be equipped with a standard speedometer which shall be maintained in good working order.

Rule 31. EXTRA TIRES. Every motor vehicle used in the transportation of passengers shall, when leaving a terminus, be equipped with at least one extra serviceable tire.

Rule 32. NON-SKID TIRE CHAINS. Every motor vehicle shall at all times carry a set of non-skid tire chains which shall be kept in good condition, and which shall be applied to the rear wheels of said vehicle when the condition of the roads or streets suggest their use.

Rule 33. BRAKES. Every motor vehicle shall be equipped with satisfactory brakes and such brakes shall at all times be maintained in good condition and with a braking power sufficient to lock the rear wheels of said vehicle when brakes are fully applied and vehicle is operated at a speed of ten miles per hour.

Rule 34. EXPLOSIVES AND INFLAMMABLE ARTICLES NOT TO BE CARRIED. No motor carrier, its agents, officers, or employees, shall suffer or permit any of the articles hereinafter specified to be loaded in or upon any motor vehicle then and there used or employed by it in the transportation of passengers:

Liquid nitrogen, dynamite, nitrocellulose, fulminate of mercury, fireworks, firecrackers, torpedoes, high explosives; black, brown or smokeless powders; ammunition, other than for small arms; explosive projectiles, blasting caps, detonating fuses, primers, time fuses, hydrochloric acid, compressed gases, gasoline in packages, hydrofluoric acid, nitrating acid, sulphuric acid, liquified petroleum gas, matches in commercial quantities, burnt cotton, calcium phosphide, carbon bisulphide, celluloid scrap, chloride of phosphorous, chloride of sulphur, distillate in packages, naphtha in packages, gas oil, petroleum oil in packages, phosphorus, picric acid, metallic and sulphide potassium, pyroxylin solution; metallic, peroxide, and sulphide sodium; liquid bichloride of tin, trinitrotuluol.

Rule 35. FILLING GASOLINE TANKS. Gasoline tanks within the bodies of passenger motor vehicles shall not be filled or replenished with gasoline while there are passengers in said vehicle.

Rule 36. INSIDE LIGHTS. All closed passenger motor vehicles in service must be kept lighted with electric lights so located as to provide adequate and well distributed illumination of the interior, platforms, and steps of such busses, at such times as artificial light may reasonably be required.

Rule 37. The above rules and regulations are subject to such changes and modifications as the Board from time to time may deem advisable and to such exceptions as may be considered just and reasonable in individual cases.

No. 10437—1923.

JAMES T. SNYDER, MITCHELLVILLE.

Motor Carrier—Passenger Polk County.

Decided Sept. 19, 1923.

Certificate of Authorization—Duty of Commission—Good Faith Operation.

Duty of Commission to grant Certificate of Authorization when applicant was actually operating in good faith over proposed route on April 14, 1923, irrespective of question of adequacy of existing service and need for such operation.

For the Applicant—A. E. Minetor, Atty., Des Moines, Iowa.

For the Central Iowa R. R.—Hon. W. H. McHenry, Des Moines, Iowa.; C. M. Cheney, V. P. & G. M., Des Moines Iowa.

For the C. R. I. & P. Ry. Co.—Ralph L. Read, Atty., Des Moines, Iowa.

James T. Snyder of Mitchellville, Iowa, filed his application for a certificate of authorization to operate as a motor carrier of passengers on June 29, 1923, between Mitchellville, Iowa, and Des Moines, Iowa, over a route fully described in the application. With his application were filed certificates showing good faith operation on April 14, 1923.

Objections to the granting of said certificate of authorization were filed by the Des Moines and Central Iowa Railroad, by C. M. Cheney, Vice-President and General Manager, which road operates an electric interurban line between Mitchellville, Iowa, and Des Moines, Iowa. The objections lodged were,—first, there is ample service to meet the requirements; second, there is not sufficient travel to warrant the establishment of a motor carrier line on the highway; third, the Des Moines and Central Iowa Railroad has for over twenty years operated a frequent service between the points for which certificate is applied for, and that there is insufficient business to warrant the present schedule maintained by the railroad, and the loss of any considerable amount of its present business will necessitate the curtailment of the present service.

After due notice hearing was had in the office of the Board on September 4, 1923.

At the hearing it was agreed by both objector and the applicant that the applicant, Snyder, was operating in good faith on April 14, 1923. It was contended by counsel for the objector, Des Moines and Central Iowa Railroad, that the Board must consider, before granting certificate of authorization to any carrier, the question as to whether or not "the service proposed to be rendered will promote the public convenience." That section of the law requiring the issuance of a certificate of authorization is as follows:

> "Sec. 4. It is hereby declared unlawful for any motor carrier to operate or furnish service within this state without first having obtained from the board of railroad commissioners a certificate authorizing such operation. Before such certificate shall be issued, the board of railroad commissioners shall after a public hearing make a finding that the service proposed to be rendered will promote the public convenience. If such finding be made, it shall be its duty to issue such certificate; but a certificate shall be granted when it appears to the satisfaction of the board of railroad commissioners that such person, firm or corporation was actually operating in good faith, over the route for which such certificate shall be sought, on April 14, 1923. If such finding be not made, it shall refuse such certificate. When the certificate is granted, it may attach to the exercise of the rights therein conferred such terms and conditions as in its judgment the public safety, convenience and necessity may require. For just cause, the board may at any time modify, amend or revoke any certificate issued."

It is the opinion of the Commission that this section clearly directs it to grant a certificate of authorization "when it appears to the satisfaction of the board of railroad commissioners that such person, firm or corporation was actually operating in good faith, over the route for which such certificate shall be sought, on April 14, 1923." Express agreement having been made by both the applicant and the objector that there was good faith operation on April 14, 1923, it is clear to us that we have no other alternative than to grant the certificate of authorization as prayed for; and, that the question as to whether or not the service proposed will promote the public convenience cannot be taken into consideration by us in this hearing.

It is therefore ordered that when the applicant has complied with all the necessary preliminary requirements of the law and rules of the Commission, certificate of authorization to operate over the route as applied for will be issued.

On Sept. 29, 1923, the applicant in the foregoing case notified the Board that after Sept. 30, 1923, he would discontinue operating this bus line. Therefore, the file has been closed.

No. 10438—1923.

J. G. Ness, Indianola. (Doing Business as Indianola Bus Co.) *Motor Carrier—Passenger—Polk and Warren Counties.*

Decided Sept. 19, 1923

Certificate of Authorization—Good Faith Operation—Member of former partnership.

Good faith operation not shown when applicant was member of a partnership before effective date of Motor Bus Law, but had disposed of his interest therein and ceased operation temporarily. Applicant not precluded from making application on grounds of public convenience.

For the applicant—

C. W. Lyon, Atty., Des Moines, Iowa.

For the C., R. I. & P. Ry. Co.—

Ralph L. Read, Atty., Des Moines, Iowa.

For C. C. Richardson, Objector—

F. P. Henderson, Atty., Indianola, Iowa.

For Frank Douglas, Objector—

J. O. Watson, Atty., Indianola, Iowa.

The applicant, J. G. Ness, doing business as Indianola Bus Company, Indianola, Iowa, filed his application with this Commission on July 2 for a certificate of authorization to operate as a motor carrier, under the provisions of Chapter 97, Laws of the Fortieth General Assembly, between Indianola, Iowa, and Des Moines, Iowa, over a route fully set out in his application. Certificates showing good faith operation on April 14, 1923, were filed with this application.

This application was made under the provisions of Section 4 of the Motor Carrier Law, which provides that "a certificate shall be granted when it appears to the satisfaction of the board of railroad commissioners that such person, firm or corporation was actually operating in good faith, over the route for which such certificate shall be sought, on April 14, 1923. If such finding be not made, it shall refuse such certificate."

Objections to the issuance of a certificate of authorization to said applicant were filed by C. C. Richardson and by Frank Douglas. After notice, hearing was had in the office of the Board, September 4, 1923.

The testimony shows that the applicant, J. G. Ness, on April 14, 1923, was in partnership with C. C. Richardson and on that date was operating as a motor carrier, under the name of the Iowa Motor Transit Company, over the route described in the application, between Indianola and Des Moines; that on or about May 1, 1923, the applicant disposed of his interest in the partnership to Richardson, who has continued since that time to operate the line formerly owned by the partnership; that the said applicant, Ness, did not thereafter engage in business as a motor carrier between Indianola and Des Moines, over the route described, until on or about June 10, 1923. The Commission is of the opinion that good faith operation by J. G. Ness as an individual, has not been shown, and that the rights to a certificate of authorization under that provision of the law inure to the line which was operated by the partnership on April 14, 1923, his interest in which, it is clearly shown by the testimony of the applicant Ness, he disposed of. The application is, therefore, denied. It is suggested herein, however, that the applicant has the right, under the law, to make a further application for a certificate of authorization on the grounds of public convenience.

No. 10439—1923.

Roy F. Conger, Corning. *Motor Carrier—Freight—Adams County.*

Business conducted by the applicant not subject to the jurisdiction of this Board.

No. 10440—1923.

J. C. Renfro, Des Moines. *Motor Carrier—Freight—Madison, Polk and Dallas Counties.*

Application withdrawn.

No. 10441—1923.

Virgil Bozarth, Iowa City. *Motor Carrier—Passenger—Johnson and Washington Counties.*

Hearing was held in this application, at Iowa City, on Sept. 12, 1923. Later the applicant ceased operating and letters addressed to him have been returned to this office unclaimed.

No. 10442—1923.

J. F. Thomas, Waterloo. *Motor Carrier—Freight—Operating T. & T. Transfer and Baggage Line.*

Business conducted by the applicant not subject to the jurisdiction of this Board.

No. 10443—1923.

Jefferson Highway Transportation Co., Minneapolis, Minn. *Mortor Carrier—Passenger—Cerro Gordo, Hancock and Kossuth Counties.*

Application withdrawn.

No. 10444—1923.

Jefferson Highway Transportation Co., Minneapolis, Minn. *Motor Carrier—Passenger—Cerro Gordo, Floyd, Chickasaw, Bremer and Black Hawk Counties.*

Application withdrawn.

No. 10445—1923.

Jefferson Highway Transportation Co., Minneapolis, Minn. *Motor Carrier—Passenger—Cerro Gordo, Franklin, Hardin, Story and Polk Counties.*

Application withdrawn.

No. 10446—1923.

A. C. Curtis, Chariton. *Motor Carrier—Passenger—Lucas County.*

Applicant discontinued operation.

No. 10447—1923.

IOWA MOTOR TRANSIT COMPANY

(Owned and operated by C. C. Richardson, Indianola, Iowa.)

Motor Carrier—Passenger—Between Des Moines and Indianola.

Certificate of Authorization Granted, Oct. 24, 1923.

The applicant, having shown good faith operation on April 14, 1923, was granted a Certificate of Authorization to operate upon the following route:

Route No. 1—Between Indianola and Des Moines, Iowa.

Beginning at the Bus Station at 125 East Salem Avenue, Indianola, Iowa, thence east on East Salem Avenue to North Jefferson Way (formerly North Second Street); thence north on North Jefferson Way to the north corporate limits of Indianola, Iowa, a distance of one mile; thence continuing north on Primary Road No. 1 (also known as Jefferson Highway) to the Polk County line, a distance of ten miles; thence north and northwest on Primary Road No. 1 to the south corporate limits of the City of Des Moines, a distance of three miles; thence northwest along Indianola Avenue to Seventh Street, thence north on Seventh Street to Walnut Street; thence east on Walnut Street to Fourth Street, a distance of three and one-half miles; a total distance from the Bus Station in Indianola to the Terminal Station at the Kirkwood Hotel, in Des Moines, Iowa, of seventeen and one-half miles; thence returning to Indianola, Iowa, over the above described route.

No. 10448—1923.

MERRITT B. HILDRETH, ANTHON.

Motor Carrier—Passenger—Between Anthon and Sioux City.

Certificate of Authorization Granted, November 21, 1923.

The applicant, having shown good faith operation on April 14, 1923, was granted a Certificate of Authorization to operate upon the following route:

Route No. 1, between Anthon and Sioux City, Iowa.

Beginning at Third Avenue and Main Street, Anthon, Iowa, thence west on Main Street to Second Avenue, thence north on Second Avenue to the north corporate limits of Anthon, a distance of one-half (1-2) mile in Anthon; thence over a diagonal highway running in a northwesterly direction across the northeast quarter of Section 32,

Kedron Township, Woodbury County, across Section 29, and the southwest quarter of Section 20, of said Township, a distance of two (2) miles to the intersection of said diagonal highway with a highway approximately along the east and west center line of said Section 20; thence west over said east and west highway through Section 19, said Township, and Section 24, Wolf Creek Township, Woodbury County, a distance of two (2) miles, to the north and south highway along the west line of said Section 24; thence north over said north and south highway, a distance of three and one-half (3 1-2) miles, to the intersection of said north and south highway with Primary Road No. 23; thence west over Primary Road No. 23, a distance of eight and one-quarter (8 1-4) miles to the east corporate limits of Moville, Iowa; thence west on Main Street to First Street, thence south to the corporate limits of Moville, Iowa, a distance of one mile in Moville; thence west on Primary Road No. 23, a distance of fourteen (14) miles, to the east corporate limits of Sioux City; thence west on Correctionville Road to Westcott Street, thence north on Westcott Street to Third Street, thence west on Third Street to Jackson Street, thence north on Jackson Street to Fifth Street, a distance of four (4) miles in Sioux City; thence returning to Anthon over the above described route.

No. 10449—1923.

O. C. WRIGHT, ADEL

Motor Carrier—Passenger—Between Adel and Des Moines.
Certificate of Authorization Granted, Oct. 16, 1923.

The applicant, having shown good faith operation on April 14, 1923, was granted a Certificate of Authorization to operate upon the following route:

Route No. 1.—Between Adel, Iowa, and Des Moines, Iowa.

Bus starts from 304 Vine Street in Adel, Iowa, thence south to Main Street, thence East to Benton Street, thence south to street not named which leads East over the North Raccoon River, thence East over the White Way No. 7 to the West corporation line of Waukee, Iowa, where the White Way No. 7 enters Adel Avenue, thence on Adel Avenue through Waukee to the East Corporation line where Adel Avenue ends and intersects again with White Way No. 7, thence East and South on White Way No. 7 to the West Corporation line of the City of Des Moines, Iowa, thence South to Grand Avenue on 63rd Street, thence East on Grand Avenue to West 12th Street, thence South to Walnut Street, thence East on Walnut Street to the Kirkwood Hotel, which is at the corner of Fourth and Walnut Streets; thence returning to Adel, Iowa, over the above described route.

No. 10450—1923.

S. & S. BUS COMPANY, WATERLOO.

Motor Carrier—Passenger—Black Hawk, Grundy and Marshall Counties.
Decided Oct. 11, 1923.

Certificate of Authorization Granted.

At hearing September 13, 1923.

For the applicant—
G. C. Shimer, Waterloo, Iowa.

For Chicago & North Western Railway Co., Objector—
Henry L. Adams, Atty., Des Moines, Iowa.

For Chicago Great Western Railroad Co., Objector—
Clifford V. Cox, Atty., Des Moines, Iowa.
J. F. Wade, Auditor Passenger Receipts, Chicago, Illinois.
A. W. Noyes, General Passenger Agent, Chicago, Illinois.

At hearing October 2, 1923.

For the applicant—
W. N. Birdsall, Atty., Waterloo, Iowa.
G. C. Shimer, Waterloo, Iowa.

For the Chicago Great Western Railroad Co., Objector—
Clifford V. Cox, Atty., Des Moines, Iowa.
A. W. Noyes, General Passenger Agent, Chicago.
J. F. Wade, Auditor Passenger Receipts, Chicago.

For the Chicago & North Western Railway Co., Objector—
Henry L. Adams, Atty., Des Moines, Iowa.

This is the application of the S. and S. Bus Co., of Waterloo, Iowa, a partnership composed of J. E. L. Shimer and G. C. Shimer, asking for a certificate of authorization to operate as a motor carrier of passengers between Waterloo, Marshalltown, and intermediate points. Pursuant to notice, the case came on for hearing at the Court House, at Marshalltown, Iowa, on September 13, 1923. The applicants were represented by G. C. Shimer, who appeared without counsel. An objection and resistance was filed at the hearing by Clifford V. Cox, representing the Chicago Great Western Railroad Company, Objectors, which Henry L. Adams, representing the Chicago & Northwestern Railway Company, Objectors, adopted as being applicable also to the Chicago & Northwestern Railway Company. It appearing that there was a defect in the official notice by reason of failure to secure publication thereof in Grundy county prior to date of hearing, such defect was waived by the objectors, and they stated they were willing to proceed to hearing. It appearing also that certain objections filed at the hearing by the objectors had not been seen by the applicants, they asked permission to file formal answer thereto at a later date. By agreement of all parties, hearing was continued to October 2, 1923, in the office of the Board, at Des Moines, Iowa, at 10 o'clock a. m., the applicants and objectors waiving all objection to fixing the place of hearing in a county other than one traversed by the proposed route. Applicants also agreed to make due publication of notice in Grundy county to correct defective notice of hearing at Marshalltown September 13, 1923.

Full hearing, pursuant to proper notice was held in the office of the Board, on October 2, 1923, and the case submitted.

The petitioners commenced operation of a motor bus on May 12, 1923, and have operated continually, except for a few days when the roads were in unfit condition. The route leads from Waterloo, to Hudson and Reinbeck, all stations on the Chicago Great Western Railroad, thence to Morrison and Grundy Center, stations on the Chicago Rock Island & Pacific Railway, and from there to Conrad and Beaman, stations on the Chicago & Northwestern Railway and thence direct to Marshalltown. The testimony of the petitioners was to the effect that a large amount of travel was originated between Grundy Center and Waterloo, and Grundy Center and Marshalltown, as the train service, on account of poor connection at the junction points between these places, makes it very inconvenient to reach these points for the transaction of business, and return the same day. Further testimony was to the effect that the bus now being operated was in fairly good condition and adequate to take care of the business being offered. The distance traveled between Marshalltown and Waterloo is 56 miles, and the charge is $2.25, being approximately 50c more than that of the railroad. The railroad companies resisted the petition, claiming that it would be very detrimental to their business, and that it would cripple their train service, possibly causing them to discontinue the operation of one or more trains, thereby inconveniencing a large number of patrons of the road.

The law states "* * * before such certificate shall be issued, the Board of Railroad Commissioners shall after a public hearing make a finding that the service proposed to be rendered will promote the public convenience." Although the train service between Waterloo and Marshalltown may be practically all that could be required, yet there is other service to be considered, and it is the opinion of the Board that it will promote the public convenience for the applicant to be granted the right to continue to operate as a motor carrier of passengers over the route described in this application.

The time consumed by the bus between Waterloo and Marshalltown is 2 hours and 45 minutes, whereas the time card of the railroad company shows that they make the run in 1 hour and 20 minutes. It would appear that with the service the Great Western Railroad is providing, there would be very few, if any, people who would use the bus between these two points, requiring 1 hour and 25 minutes longer to make the trip, with 50c additional fare.

It is, therefore, ordered that when the applicants have complied with all the necessary preliminary requirements of the law and rules of the Commission, certificate of authorization to operate over the route as applied for will be issued.

No. 10451—1923.

L. T. MUNSON, MONROE.

Motor Carrier—Passenger—Marion, Jasper and Polk Counties.

Decided Sept. 19, 1923.

Good Faith Operation Shown—Temporary Cessation of operation, awaiting arrival of better equipment, with consent of Board, would not cause forfeiture of rights under law—Certificate granted.

For the applicant—

C. W. Lyon, Atty., Des Moines, Iowa.

For the C. R. I. & P. Ry. Co.—

Ralph L. Read, Atty., Des Moines, Iowa.

For Roy Hagan and W. R. Hagan, Objectors—

W. C. Hoffman, Atty., Des Moines, Iowa.

Application for certificate of authorization to operate as a motor carrier between Pella, Iowa, and Des Moines, Iowa, over a route fully set forth in said application, was filed with the Commission on July 3, 1923, by L. T. Munson, Monroe, Iowa. Certificates, duly executed, showing good faith operation as of April 14, 1923, accompanied said application.

Objection was filed to the granting of certificate of authorization to applicant by W. R. Hagan and Roy Hagan, operating as a motor carrier over the same route as applicant, on the grounds that the applicant had "operated one motor vehicle over the * * route spasmodically for about ten days during the past three months. He has not at any time maintained a regular schedule and is not equipped to give the public the service which they are entitled to;" that the objectors operate and have operated continuously for a period of about six months and are in position to give adequate service; and that the revenue from the route over which both objectors and applicant operate is not sufficient to justify the maintenance of two motor carriers.

After due notice, hearing was had in the office of the Board on September 4, 1923.

The testimony shows that the applicant, Munson, was operating on April 14, 1923; that he did cease to operate over the route applied for some time subsequent to that date, and prior to July 20. The Board, however, takes notice that the applicant personally consulted the Commission prior to ceasing operation, and stated, in effect, that he was negotiating for the purchase of a new and better car for the handling of his business and felt that, in the interests of public safety and comfort, it would be best not to operate his old car, but to await the arrival of his new equipment. He stated, however, that if by ceasing operation he would forfeit his rights under the law, he would continue to operate. Upon this informal showing, he was informed that, in the opinion of the member of the Commission whom he consulted, it would be proper for him to await the arrival of the new and adequate equipment, which he therefore did.

It is, therefore, the finding of the Board that the said applicant, Munson, was operating in good faith on April 14, 1923, and that he is entitled under the law, to a certificate of authorization. It is therefore ordered that when the applicant has complied with all the necessary preliminary requirements of the law and rules of the Commission, certificate of authorization to operate over the route as applied for will be issued.

Pursuant to the foregoing decision, the Board, on Nov. 27, 1923, granted Certificate of Authorization to operate upon the following route:

Route No. 1—Between Pella, Marion County, and Des Moines, Polk

County, via Otley, Marion County, and Monroe and Prairie City, Jasper County.

Beginning at East Second and Franklin Streets, Pella, Iowa, thence west on Franklin Street to Broadway Street, thence north on Broadway Street to Washington Street, thence west on Washington Street to West Sixth Street, thence north on West Sixth Street to the corporate limits of Pella, a distance of nine-tenths (9-10) of a mile in Pella; thence west and northwest on Primary Road No. 2 in Marion County and through the unincorporated town of Otley, a distance of twelve and three-tenths (12 3-10) miles, to the north line of Marion County; thence west on Primary Road No. 2 between Marion and Jasper Counties, a distance of four-tenths (4-10) of a mile; thence north on Primary Road No. 2 in Jasper County, a distance of nine-tenths (9-10) of a mile, to the east corporate limits of Monroe; thence west on Marion Street to Commerce Street, thence north on Commerce Street to North Street, thence west on North Street to the west corporate limits of Monroe, a distance of one (1) mile in Monroe; thence north and west on Primary Road No. 2, a distance of nine and eight-tenths (9 8-10) miles; to the east corporate limits of Prairie City; thence west on North Street to Marshall Street, thence south on Marshall Street to Jefferson Street, thence west on Jefferson Street to Main Street, thence north on Main Street to North Street, thence west on North Street to the west corporate limits of Prairie City, a distance of one and four-tenths (1 4-10) miles in Prairie City; thence west on Primary Road No. 2 a distance of four and six-tenths (4 6-10) miles, to the west line of Des Moines Township, Jasper County; thence west on Primary Road No. 2 between Jasper and Polk Counties, a distance of one mile, to the west line of Washington Township, Jasper County; thence west on Primary Road No. 2 in Polk County, a distance of nine and five-tenths (9 5-10) miles, to the east corporate limits of Des Moines; thence west on University Avenue to east Thirtieth Street, thence south on east Thirtieth Street to Grand Avenue, thence west on Grand Avenue to west Fifth Street, thence south on west Fifth Street to the Franklin Hotel, located at Fifth and Locust Streets, a distance of five and five-tenths (5 5-10) miles in Des Moines; thence returning to Pella over the above described route.

No. 10452—1923.

RED BALL TRANSPORTATION COMPANY, INC., MASON CITY.

Motor Carrier—Passenger—Cerro Gordo, Floyd, Black Hawk, Bremer, Chickasaw, Hancock, Kossuth, Worth, Franklin, Hardin and Story Counties

Decision of Sept. 5, 1923.

Certificate of Authorization—Good Faith Operation—Routes Affected.

Operation between two given points prior to April 14, 1923, does not permit of issuance of license to applicant to operate between one of these points and an intervening point without necessity of formal hearing.

For the applicant—

Helen M. Schultz, Mason City, Iowa.
Magnus J. Schultz, Mason City, Iowa.

W. G. Henke, Atty., Charles City, Iowa.

For the Mason City & Clear Lake R. R. Co.—

F. J. Hanlon, G. M., Mason City, Iowa.
William Chamberlain, Atty., Cedar Rapids, Iowa.
Earl Smith, Mason City, Iowa.
J. H. Siesseger, Supt., Mason City, Iowa.

For the Waterloo, Cedar Falls & Northern Ry. Co.—

M. A. Welsh, Supt. & Traffic Mgr., Waterloo, Iowa.

The Red Ball Transportation Company, Inc., of Mason City, Iowa, is engaged in the transportation of passengers, by motor bus, between fixed termini within the state of Iowa. They have a number of routes that were in operation prior to April 14, 1923, and a license to operate them may, under the statute, be granted by the Commission without the necessity of a formal hearing.

The question to be decided in this case, insofar as the proposed route No. 11 of the applicant is concerned, is as to whether or not this particular route was being operated in good faith as of April 14, 1923.

Prior to April 14, 1923, the applicant maintained routes from Mason City to Algona, operating through the town of Clear Lake, the fixed termini being Mason City and Algona.

On May 20, 1923, according to testimony, they established what they called Route No. 11, the fixed termini being Mason City and Clear Lake. They claim this route was an auxiliary or a continuation of service established previous to April 14, 1923. The granting of a license over this route was protested by the Mason City and Clear Lake Railroad. They claimed the Red Ball Transportation Company, Inc., were not operating in good faith on this route prior to April 14, 1923. A hearing was held at the Hanford Hotel, Mason City, Iowa, on August 8, 1923, and the testimony developed that service between Mason City and Clear Lake has been given since 1921 on the Mason City-Algona route, and that a service was established between Mason City and Clear Lake in September, 1922, for a short time, but their Route No. 11, with Mason City and Clear Lake as fixed termini, was not inaugurated until May 20, 1923. Therefore, it would not come within the purview of the law covering the granting of a license to motor busses operating in good faith on or before April 14, 1923. A formal hearing and application, as provided by the law, in the regular manner, will be necessary.

Commissioner Lewis, Concurring.

I agree with Commissioner Webster in denying the application for the certificate for the operation of Route 11 under the provisions of Section 4 of the Motor Carrier Law, as of operation in good faith on April 14, 1923. While we might, I think, readily hold that the lesser service between Clear Lake and Mason City is included in the greater service between Algona and Mason City, yet the fact remains that the frequent and special service between Mason City and the summer resort of Clear Lake was not inaugurated until much later than April 14, 1923. The showing that for a brief period in September, 1922, special bus service was installed between Mason City and Clear Lake, does not alter this statement of fact. The Mason City and Clear Lake Electric Railway operates only

between Mason City and Clear Lake and it might be shown that such line already built and operated could ordinarily take care of the special service during the summer season as well as all other seasons of the year.

I believe hearing should be had as to whether an extra service by bus line is required for the public convenience between the city and summer resort of Clear Lake and Mason City. This holding will not affect the operation of the regular route by bus between Algona and Mason City nor prevent the applicant from making Clear Lake a regular station for outgoing and incoming passengers whether they are destined to or coming from Mason City or elsewhere.

Chairman Woodruff, Dissenting.

I do not concur in the majority opinion denying a certificate of authorization to the Red Ball Transportation Company, Inc., for their route 11. Testimony developed that application for this route was made principally for convenience in making reports to the Commission, and it being undisputed that their Mason City-Algona route was operating in good faith on April 14, 1923, I must hold that the greater carries the lesser and if additional demand is made for service from Mason City to Clear Lake, the Transportation Company should be permitted to provide same.

Decision of Nov. 21, 1923.

Public Convenience Shown—Intent of Law—Damages to Highway Not Under Jurisdiction of Board—Reduction of Revenues of Competing Carriers no Bar to Promotion of Public Convenience—Showing that Rail or Other Carriers are Providing Adequate Service Cannot Negative the Proposition that Additional Service would promote Public Convenience—Motor Carrier should pay adequately for use of Public Highway—Subject to same Regulations as Rail Carriers—Schedules shall not directly compete with those of other Carriers—Uniform Rates, Fares and Charges—No Free Transportation—Carriers should treat Motor Bus as Ally—Speed Regulations—"Hogging" the road.

Appearances September 21, 1923:

For the applicant—
Wichman & Hastings, Attys., Garner, Iowa.
W. G. Henke, Atty., Charles City, Iowa.

For Mason City & Clear Lake R. R. Co., Objectors—
Smith & Feeney, Attys., Mason City, Iowa.

For C. R. I. & P. Ry. Co., Objectors—
Ralph Read, Atty., Des Moines, Iowa.

For Jefferson Highway Transportation Co., Minneapolis, Minn.—
Selover, Schultz, Mansfield & Bryan, Attys., Minneapolis, Minn.
M. A. Potter, Mason City, Iowa.

Appearance October 23, 1923:

For the applicant—
Hon. J. E. Wichman, Atty., Garner, Iowa.
W. G. Henke, Atty., Charles City, Iowa.
Helen M. Schultz, Mason City, Iowa.

For the Jefferson Highway Transportation Co., Minneapolis, Minn.
Selover, Schultz, Mansfield & Bryan, Attys., by H. F. Schultz, Minneapolis, Minnesota.

For the railroads, Objectors—
Carr, Cox, Evans & Riley, Attys., C. G. W. R. R. Co., Des Moines, Iowa.
Carr, Cox, Evans & Riley, Attys., M. & St. L. R. R. Co., Des Moines, Iowa.
Adams & Hise, Attys., C. & N. W. Ry. Co., Des Moines, Iowa.
Walter R. Dyer, Atty., Ft. D., D. M. & S. R. R. Co., Boone, Iowa.
R. L. Read, Atty., C., R I. & P. Ry. Co., Des Moines, Iowa.
C. L. Taylor, Atty., C., M. & St. P. Ry. Co., Des Moines, Iowa.

For various counties, Objectors—
L. T. Bosworth, Worth County Supervisors.
C. A. Norman, Chairman, Hardin County Board of Supervisors, New Providence, Iowa.

For L. C. Pantages, Ames, Iowa, Objector—
A. D. Pugh, Des Moines, Iowa.

Written objections filed by—
Chicago & North Western Ry. Co.,
Ft. Dodge, Des Moines & Southern R. R. Co.,
Minneapolis & St. Louis R. R. Co.,
Chicago Great Western R. R. Co.,
Chicago, Rock Island & Pacific Ry. Co.,
Board of Supervisors of Hardin County, Iowa.
L. C. Pantages, Ames, Iowa.

This is an application of the Red Ball Transportation Company, Inc., of Mason City, Iowa, for Certificate of Authorization to operate as a motor carrier of passengers under the provisions of Chapter 97, Laws of the Fortieth General Assembly of Iowa, as follows:

ROUTES 7 AND 8.

Between the Iowa-Minnesota state line, where Primary Road No. 1 crosses the state line on the north line of Section 7, Township 100 north, Range 20 west of the 5th P. M., Worth County, Iowa, and Mason City, Cerro Gordo County, Iowa, via Northwood, Kensett and Manly, Worth County.

ROUTES 9 AND 10.

Between Mason City, Cerro Gordo County, Iowa, and Des Moines, Polk County, Iowa, via Rockwell, Cerro Gordo County; Sheffield, Chapin and Hampton, Franklin County; Iowa Falls and Hubbard, Hardin County; Zearing, Colo, Nevada, Ames, and Huxley, Story County; and Ankeny, Polk County.

ROUTE 11.

Between Mason City, Cerro Gordo County, Iowa, and Clear Lake and Bayside, Cerro Gordo County, Iowa.

Hearing was originally set for September 21, 1923, at Mason City, Iowa, but on September 18, 1923, applicant filed motion for continuance, stating that publication of notice of hearing had not been made in all counties through which applicant asks authority to operate, as required by Chapter 97. Hearing was called at Mason City, Iowa, on September 21, 1923, and postponed at that time to October 23, 1923, two o'clock P. M., at the office of the Board in Des Moines.

The case came on for hearing on October 23, 1923, pursuant to publication of notice as required by law, at which time Hon. J. E. Wichman, representing applicant, requested that that part of the application covering Route No. 11, between Mason City and Clear Lake and Bayside, be withdrawn without prejudice. Full hearing was then had on the routes between Mason City and Des Moines and Mason City and the Iowa-Minnesota state line.

Chapter 97, Laws of the Fortieth General Assembly, defines motor carriers for hire and provides for the issuance of certificates for operation over the public highway and provides the conditions under which such carriers may operate. Section 4 of the Law, among other things, provides that:

> "It is hereby declared unlawful for any motor carrier to operate or furnish service within this state without first having obtained from the board of railroad commissioners a certificate authorizing such operation. Before such certificate shall be issued, the board of railroad commissioners shall after a public hearing make a finding that the service proposed to be rendered will promote the public convenience. If such finding be made, it shall be its duty to issue such certificate; * * *. If such finding be not made, it shall refuse such certificate. When the certificate is granted, it may attach to the exercise of the rights therein conferred such terms and conditions as in its judgment the public safety, convenience, and necessity may require. For just cause, the Board may at any time modify, amend or revoke any certificate issued."

The only condition precedent to the granting of the certificate is that this board shall find that the service proposed will "*promote the public convenience.*"

The laws of other states seeking to regulate the motor bus and truck service for the public uniformly provide that the regulating body, before granting certificate of operation, shall make determination as to public necessity.

We have found little to guide us in reaching a conclusion in this case, because of the fact that state commissions and state courts have based their decisions upon the question of public necessity.

While the legislative intent is frequently merely guesswork, in the statute under consideration there can be no doubt that it was clearly the intention of the Fortieth General Assembly that this board should not consider the question of public necessity.

The original bill, Senate File 361, provided in Section 4, as follows:

> "It is hereby declared unlawful for any motor carrier to operate or furnish service within this state without first having obtained from the Board of Railroad Commissioners a certificate declaring public convenience and necessity require such operation. Before such certificate shall be issued, the Board of Railroad Commissioners shall after a public hearing make a finding that the service proposed to be rendered will promote the public convenience and is necessary thereto."

The motor vehicles committee in reporting out the bill, however, proposed amendments to Section 4 as follows:

1st. To strike out the words "declaring public convenience and necessity require" and inserting in lieu thereof the word "authorizing."

2nd. To strike out of line 8 the words "and is necessary thereto."

Both of these amendments were adopted by the legislature making the section read as now found in the law.

It is quite evident that the legislators did not want the element of "public necessity" considered as a condition precedent to granting the certificate. Other action during the consideration of the measure confirms this conclusion.

This board is the creature of the legislature and is only its administrative officer. It is our duty to administer the law as we find it, regardless of our personal views. It is not within our province as a Commission to determine the State's policy in handling the motor truck and bus business. If the legislature tells us to consider the promotion of public convenience only, then it is clearly our duty so to do.

Just what the promotion of public convenience means is not always easy to determine. It has been argued that we should be prophetic; that if we believe that in the undertermined future the present establishment of a bus or truck line will cripple the rail service now provided, then, we should find that the said motor carrier would not promote the public convenience. However we may be convinced in our own minds that there is grave danger to continued service by rail when in competition with bus and truck service, it is manifestly not within our province to prognosticate, and, upon that basis, hold against a proposed bus or truck line. It is not pleasant to contemplate the jeopardizing of service we have always believed to be necessary for the public convenience in order that a new carrier may be profitably employed; especially so, when so many proposed bus or truck lines have no assurance of stability, no great financial backing, and but little invested capital. The law does not require any assurance of continued bus or truck operation.

Much has been said of the large amount in taxes paid into the public treasuries by rail carriers, who must, in addition, keep up their roadbed and track, meeting competition that is permitted to use the public highways built and maintained at great public expense, with but little repayment to the public treasury for the use thereof. We might readily agree that this creates a gross injustice, but to what avail?

The legislature has provided what the motor carrier shall pay for the use of the highway, and we must assume that it reached that conclusion after careful consideration. Whether it did or not, it is the law as we find it. County officials have appeared before us protesting that the heavy motor trucks and busses operated for hire were ruining the graveled highways and that the road tax upon such vehicles provided for by the legislature was utterly inadequate to repair the damage caused by such vehicles. The remedy for this situation lies in the general assembly of the State. By no line of logical reasoning can it be claimed that we could consider such a situation under the terms of the statute.

Objection to the granting of the certificate herein is made by carriers

by rail on the ground that such carriers are now running trains that should be considered adequate to take care of the public needs. We might find that such service is amply sufficient to meet public requirements, but the motor carrier statute tells us to consider the promotion of public convenience only. A great number of citizens representing many vocations have come to the board, testifying under oath that the motor carrier service proposed will promote public convenience. They give their reasons for that belief. Their testimony, in the absence of contradictory evidence, must be accepted as determinative. To combat this testimony, it is not sufficient to show that highways are being seriously damaged,—the legislature has fixed the price for the use of the roads; it will not do to say that because such proposed service will seriously reduce the revenue of competing carriers, such proposed service will not promote public convenience; nor does the showing that the rail or other carriers may be providing service adequate to the needs of the public negative the proposition that other and additional service would promote public convenience.

If this Commission had been directed by the legislature to consider public necessity, many questions would present themselves for consideration that are clearly eliminated by the statute as we find it.

We believe that the motor carrier has its place in short haul carriage of freight and passengers, but such carrier should in the interest of the traveling and shipping public adequately pay for the use of the highway over which it operates and it should be subject to the same kind of regulation that is imposed upon rail carriers. Any other course of action is unfair to the rail carriers on which at present we must depend for the bulk of our transportation service.

However we may feel as to the policy adopted by the legislature, it is the policy of the State, and it is our duty to administer the law to the best of our ability.

We, therefore, hold that there is such showing made as clearly indicates that the proposed motor carrier service will promote the public convenience, and certificate will issue therefor accordingly. However, we shall insist on such schedules being made as will not directly compete with schedules already adopted by competing carriers, in the interest of the public service; further, that such schedules must clearly indicate that the running time shall not exceed the speed limit fixed by Section 11, paragraph (e) of the law; that rates, fares and charges shall be exacted alike from all; and, that no free transportation shall be permitted. For violation of these provisions, the Board will revoke certificate as provided by the law.

Chairman Woodruff concurring with Commissioner Lewis, adds:

The carriers should treat motor transport as an ally. The field of the motor bus and truck should be co-operative rather than competitive.

The development of truck and bus traffic should become a part of their own systems. Through their operation the roads could establish a traffic which would feed into rather than draw business from the rail lines.

Opinion of Commissioner Webster.

This hearing was upon application of the Red Ball Transportation Company, Inc., of Mason City, Iowa, asking for authority to operate busses between Mason City and Des Moines. The hearing was set down for September 21st at Mason City. The publication not having been completed according to law it was continued until October 23rd at Des Moines with consent of all parties interested and at which time the hearing was held.

The applicant desires to operate a bus line over the Jefferson Highway on Primary Road No. 1 which passes through some stations on the Chicago Rock Island & Pacific Railway, Minneapolis & St. Louis, the Chicago & Northwestern and the Fort Dodge, Des Moines & Southern, and presented several hundred affidavits from merchants and farmers living in the towns and country through which this highway passes, asking that licenses be granted. The application was resisted by the Supervisors of Franklin and Hardin Counties claiming that the busses were detrimental to the highways, that they run at such excessive speed that they are not only destroying the graveled roads but are dangerous to passing vehicles. They testified further, however, that if the speed did not exceed the lawful limit, the damages to the roads would be greatly minimized.

The Chicago, Rock Island and Pacific Railway Company, the Chicago Northwestern Railway Company, the Minneapolis and St. Louis Railroad Company and the Fort Dodge, Des Moines & Southern Railroad Company resisted the application claiming that the service rendered was ample and that additional service would not promote public convenience. The application was also resisted by the bus line now in operation between Nevada and Ames. The Northwestern and the Fort Dodge & Des Moines in particular called attention to the present schedule on their roads. The service being every two hours between Ames and Des Moines and several trains operate daily between Colo and Des Moines on the Northwestern. The proposed bus service includes the towns of Rockwell, Hubbard and Zearing, which have no direct service to Des Moines. The Rock Island is the only road giving through service between Mason City and Des Moines. The first train leaving Mason City at 2:15 P. M., and the next train at 8:20 P. M., leaving Des Moines at 7:25 A. M. and 5:00 P. M. One of these trains making regular stops at all stations, the other making special stops. Between Mason City and Iowa Falls, a distance of 52 miles, there are three stations affected, Chapin and Sheffield, both being located about a mile from the depot. From Iowa Falls to Des Moines the only station affected particularly is Nevada.

The legislature in passing the Motor Carrier Act did so with the full realization that we have an entirely new form of transportation with us and that it was unfair to the railroads to allow these auto busses and trucks to use the highways without remuneration while the railroads were taxed heavily to maintain them, and in its passage it was recognized that the motor carrier had become an important part of our transportation system and the purpose of the legislature was to regulate and tax them but not necessarily to eliminate them. The railroads are taxed

heavily for the up-keep of highways while the busses and trucks, their competitors have been allowed to use them without remuneration.

The Board of Railroad Commissioners is commanded to make investigation and if, in their opinion, public convenience will be promoted, a license to operate must be granted.

Section 4 of the law says:

"Before such certificate shall be issued, the Board of Railroad Commissioners shall after public hearing make a finding that the service proposed to be rendered will promote the public convenience. * * * When the certificate is granted it may attach to the exercise of the rights therein conferred such terms and conditions as in their judgment the public safety, convenience and necessity may require." Therefore, in considering the application, we must consider the public convenience. "Convenience means promoting comfort or advantage." "Public convenience means to regulate the relative rights and duties of all corporations, and, therefore, to provide for the public convenience and for the public good and comfort as may be properly demanded." "Convenience to the public means convenience of most of the people who would naturally use this convenience."

People ride in busses in preference to railroads largely because the service is more frequent, because they can step into a car at their hotel and be delivered at their destination in the same manner, because it is more convenient for them and usually cheaper.

The busses operate under a license, are taxed and required to carry insurance for the protection of their patrons, but unlike the railroads they are allowed to operate one-man cars.

It is the experience in California that the trucks and busses are taking practically all the short haul business, and they will unquestionably do so here in time. A proportion of the auto bus business is new business, created by frequent and convenient service, and if they are taken off, a portion of the business will revert back undoubtedly to the private automobile instead of the railways.

The history of the Iowa railroads is: That their passenger business is decreasing regardless of whether they have bus competition or not.

A transportation service must be dependable. A bus service that takes the place of a train schedule part of the time cannot be considered dependable. If a transcontinental train could be scheduled to stop at every small station it would be a great convenience to many—but it would inconvenience a great many more people. The schedule is arranged to afford the greatest good to the greatest number of people. The injuring of a highway by the running of busses and trucks might inconvenience more of the traveling public than it would convenience.

That there is ample service between Colo, Nevada, Ames and Des Moines may be true, but a through service would in opinion of the board promote the public convenience generally.

The testimony as to the excessive speed at which these busses have been operating is alarming. Operating a heavy motor bus at forty-five to fifty miles an hour over a loose gravel road is not only dangerous to the passengers, but are useless destroyers of costly roads, built for the benefit of all the traveling public.

The schedule must be immediately arranged so that it will not be necessary to exceed the lawful limit of twenty-five miles per hour.

The board will revoke the license of any motor carrier that violates the law in this particular, or who hogs the road in meeting, passing or being passed by other vehicles, the giving of free transportation is also prohibited except to employees and those who are especially exempt under the law of the State pertaining to the Railroad.

The Board has given this case most careful consideration and believes that it will promote the public convenience to grant a license to the applicant. It is so ordered.

No. 10453—1923.

W. D. Cross, Sidney. Motor Carrier—Passenger—Fremont, Mills and Pottawattamie Counties.

Decided October 3, 1923.

Good Faith Operation Shown—Certificate Granted.

For the applicant—A. L. Chantry, Atty., Sidney, Iowa.

For the Iowa Transit Company, objectors—Earl R. Ferguson, Atty., Shenandoah, Iowa.

The applicant in this case filed his application for Certificate of Authorization to operate as a motor carrier of passengers, on July 6, 1923, between Sidney, Iowa, and Omaha, Nebraska, over a route fully described in the application. With his application were filed certificates showing good faith operation on April 14, 1923. This Board, of course, only assumes jurisdiction of that part of the line lying wholly within the State of Iowa.

Objections to the granting of said Certificate of Authorization were filed by the Iowa Transit Company, by Earl R. Ferguson, of Shenandoah, Iowa, its attorney, and were fully heard and considered by the Board at the hearing, which, after due notice, was held in the Chamber of Commerce Rooms, at Council Bluffs, Iowa, on September 20, 1923.

Under the provisions of Chapter 97, Laws of the 40th General Assembly, in Section 4 thereof, this Board is directed to grant a Certificate of Authorization

> "When it appears to the satisfaction of the Board of Railroad Commissioners that such person, firm or corporation was actually operating in good faith, over the route for which such certificate shall be sought, on April 14, 1923."

It appearing to the Board that the said applicant, W. D. Cross, was operating a passenger motor bus in good faith on April 14, 1923, we have no other alternative than to grant the Certificate of Authorization as prayed for.

It is, therefore, ordered that when the applicant has complied with all the necessary preliminary requirements of the Law, and Rules of the Commission, Certificate of Authorization to operate over the route as

applied for shall be issued, insofar as the route lies within the State of Iowa.

No. 10454—1923.

WATERLOO, CEDAR FALLS & NORTHERN RAILWAY COMPANY, WATERLOO. MOTOR CARRIER—PASSENGER—BLACK HAWK COUNTY.

Decided Sept. 5, 1923.

Certificate of Authorization—Operation Prior to Statute—Duty of Commission—Good Faith—Monopoly and Competition—Cut Throat Practices.

Commission compelled to issue certificate when applicant shows good faith operation on April 14, 1923.

For the applicant—C. D. Cass, G. M., Waterloo, Iowa; M. A. Welsh, Supt. and Traffic Mgr., Waterloo, Iowa; C. E. Pickett, Atty., Waterloo, Iowa.

For the Motor Bus Company—Paul R. Ryberg, Cedar Falls, Iowa; H. A. Pomeroy, Cedar Falls, Iowa; Paul Townsley, Cedar Falls, Iowa; F. R. Merner, Cedar Falls, Iowa; Merner & Merner, Attys., Cedar Falls, Iowa.

For the City of Cedar Falls—J. Fay Cross, Mayor, Cedar Falls, Iowa; G. W. Fagan, Member City Council, Cedar Falls, Iowa.

For the City of Waterloo—A. E. Gnagy, Mayor, Waterloo, Iowa.

This application was filed in the office of the Commission, under the provisions of Chapter 97, Laws of the 40th General Assembly, on July 7, 1923. Upon investigation, it was found that the application was made in due form, and in compliance with the requirements of the law.

On July 5th, 1923, and prior to the receipt by this office of the application in this case, Paul R. Ryberg and H. A. Pomeroy, doing business as the Motor Bus Company, Cedar Falls, Iowa, filed their objection and resistance to the granting of this license, as applied for, in which they said:

> "That on April 14, 1923, and for more than one year previous to said date, and at the present time, the said applicant, its agents, or assigns, was not, and is not now, operating its motor busses in good faith over the route or routes for which said certificate is sought.
>
> "That the service proposed to be rendered by said applicant will not promote the public convenience and is not necessary properly to serve the public.
>
> "WHEREFORE, said Paul R. Ryberg and H. A. Pomeroy pray that said Commissioners refuse said application of said Waterloo, Cedar Falls & Northern Railway Company for a certificate of authorization, as provided by law."

In due course, this application was set down for hearing, at the Russell-Lamson Hotel, Waterloo, Iowa, at ten o'clock A. M., August 7, 1923, full hearing was held, and the case submitted.

At this hearing it was distinctly understood by all parties that the only matter in issue was as to whether or not the applicant, Waterloo, Cedar Falls & Northern Railway Company was operating its busses in good faith on April 14, 1923.

Under the law, the Commission is compelled to issue a license when it is found that a person, firm or corporation was operating in good faith on April 14, 1923.

Under the evidence as introduced in this case, the Board is of the opinion that the applicant, the Waterloo, Cedar Falls & Northern Railway Company was operating its bus line in good faith as of April 14, 1923. Therefore, a certificate of authorization will issue as applied for.

Commissioner Lewis, dissenting:

This application was practically coincident with the application of the Motor Bus Company, a partnership composed of Paul R. Ryberg and H. A. Pomeroy, for permission to operate a bus line between Cedar Falls and Waterloo, both the respondents in this case, and the objectors, claiming to have been operating in good faith on April 14, 1923, and having provided the affidavits as required by the rules of this Board. No objection has been filed to the granting of the franchise to the Motor Bus Company.

Under the statute known as the motor carrier law, being Chapter 97, Laws of the 40th General Assembly, it is provided, in Section 4 thereof, that

> "It is hereby declared unlawful for any motor carrier to operate or furnish service within this state without first having obtained from the Board of Railroad Commissioners a certificate authorizing such operation. Before such certificate shall be issued, the Board of Railroad Commissioners shall after a public hearing make a finding that the service proposed to be rendered will promote the public convenience. If such finding be made, it shall be its duty to issue such certificate; *but a certificate shall be granted when it appears to the satisfaction of the Board of Railroad Commissioners that such person, firm or corporation was actually operating in good faith, over the route for which such certificate shall be sought, on April 14, 1923.* If such finding be not made, it shall refuse such certificate. * * * ."

The Board announced at the time of the hearing that the only matter to be considered in the present case was whether or not the applicant, respondent in this proceeding, was operating its busses in good faith on April 14, 1923, between and within the towns of Cedar Falls and Waterloo. Testimony was introduced indicating that the objectors herein began the operation of their bus line between Cedar Falls and Waterloo on February 19, 1921; that at that time the Waterloo, Cedar Falls & Northern Railway Company was operating interurban cars between and in the towns of Waterloo and Cedar Falls, and that later in the year, on or about July 2, 1921, one A. E. Johnson established a bus line competitive with that of the objectors in this case; that it was a matter of common knowledge that the Waterloo, Cedar Falls & Northern Railway Company was either backing Johnson, or was, in fact, operating the bus line; that at the beginning of the service the Motor Bus Company, the partnership hereinbefore referred to, charged the same fare between Cedar Falls and Waterloo that the Waterloo, Cedar Falls & Northern Railway did,—namely, 25c; that when Johnson began his bus operation he cut the cash

fare to 15c. This was later followed by the Motor Bus Company cutting its cash fare to 15c. The Waterloo, Cedar Falls & Northern Railway withdrew its large interurban cars, replacing them with so-called "one man" street cars, and reduced the cash fare to 15c; that both bus lines sold tickets at the rate of 10c per ride, when bought in quantities of one dollar's worth or more, and that there was a time when the Johnson busses indulged in practices that permitted of the riding of many passengers without any cost whatsoever; that in January, 1923, the Johnson bus line, as such, ceased to exist, and the Waterloo, Cedar Falls & Northern Railway Company assumed whole responsibility and control of the busses operating between Cedar Falls and Waterloo, except those controlled by the Motor Bus Company; that since that time the rate of fare has been uniform on all bus lines—15c cash fare, ten rides for $1.00—and that both lines have attempted to maintain a schedule, with some variations—whether intentional or accidental it is not easy to determine.

Complaint is made by the objectors herein that the Waterloo, Cedar Falls & Northern Railway Company were not operating their busses in good faith on April 14, 1923, for the reason that they were actual owners of and successors in operation of the Johnson Bus Company, which they had always controlled, and which bus line had gone in for the avowed purpose of breaking down the competition of the Motor Bus Company with the electric line of the applicant herein; that the competition was unfair, and that the rate they are now compelled to charge by reason of such competition is inadequate for the service rendered.

Testimony by the objectors indicated that it cost them 22½c per mile to operate their busses. Witness for the applicant stated it cost 25c per mile, and that their receipts had been approximately 14½c per mile. Witness for the objector stated that the busses and street cars now providing service between Cedar Falls and Waterloo furnish seating capacity for 4800 people per day, while, in fact, but 1600 per day were being carried. The distance between Cedar Falls and Waterloo is approximately 7½ miles.

The situation as developed in this case is not a pleasant one to contemplate. The Waterloo, Cedar Falls & Northern Railway Company, operating an electric line between Waterloo and Cedar Falls, with an investment of several hundred thousands of dollars in right of way, line, poles, wires and equipment, was carrying traffic between the two cities, with an annual earning of approximately $80,000.00, when the bus line of the Motor Bus Company appeared on the scene, and thereafter the receipts began dropping until today the electric line returns are only about $17,000.00 per year—not enough to pay cost of operation, to say nothing of return on investment. While, of course, much of the decrease in revenue might be traceable to privately owned automobiles, yet the great decrease shown after the motor busses began operating between the two cities, clearly indicates that this competition did result in a heavy loss to the electric railway, even though the fare charged by the bus company was the same as that charged by the electric railway.

With the situation as developed during the regime of the Johnson bus line this Board can have nothing to do. The law restricts our

determination to one fact, and that is whether a bus or truck line was in good faith operating on April 14, 1923. I am not certain that we could, under the facts developed in this case, determine that either the Motor Bus Company or the applicant in this case were operating in good faith on April 14, 1923, for the reason that leading witnesses for both parties readily admitted that the rates under which they were operating were ruinous and that they were losing money on the service rendered. It was also admitted that lack of revenue prevented the proper care and upkeep of the busses.

The statute might have directed that this Board should grant a certificate when it was shown that the applicant was actually operating over the route on April 14, 1923, for which such certificate was sought. The Legislature, however, provided that such applicant should be actually operating "in good faith." The legislators must have had some thought in mind that made "good faith" something different from merely actual operation. In Corpus Juris, Volume 28, page 716, it is said:

> "By prefixing the preposition 'in' the terms 'good faith' forms an adverbial phrase which in law has a settled and well defined meaning; actually; honestly; in an attitude of trust and confidence; innocently; in the absence of all information or belief of facts that would render the transaction unconscientious; really; without fraud, collusion, or deceit; without pretense. The phrase imports that in any given case the transaction involved was honestly conceived and consummated without collusion, fraud, or knowledge of fraud, and without intent to assist in a fraudulent or otherwise unlawful design."

In the case of Doctor, et al., v. Furch, et al., the Supreme Court of Wisconsin said:

> "'In good faith' simply means 'honestly, without fraud, collusion, or deceit; really, actually, without pretense.' Burrill. Assuming that the plaintiffs did so contend and litigate in good faith, yet such good faith cannot be construed to mean anything more than without fraud, without deception, without suborning any witness, without pretense, and with an honest and sincere expectation of final success. But good faith, in such a case, cannot be based upon the mere sincerity, honesty, and good intentions of the party, not evidenced by conduct; otherwise we would have one standard for the weak, ignorant, and stupid, and another for the able, learned, and wise." (65 Northwestern Reporter, 164.)

In the case of State, v. Diemer, Missouri, in referring to the expression "good faith," the Court said:

> "It means that defendants acted without simulation or pretense, innocently and in an attitude of trust and confidence, acted in the absence of all information or belief of facts that would render the transaction unconscientious. It means they acted honestly, openly, sincerely, without deceit, covin, or any form of fraud." (164 Southwestern Reporter, page 521.)

I cannot agree with my colleagues that there is such a showing herein

of operation in good faith as to warrant the issuance of a franchise without full hearing to determine that the service rendered or to be rendered "will promote the public convenience." With the evidence before us, I do not believe that the Motor Bus Company is entitled to a certificate without such hearing. It is not in the public interest for rival bus lines, in the effort to destroy each other, or parallel electric line or railroad service, to cut their rates so that the service for the public is rendered at less than cost of service. Eventually such cut-throat practices will destroy service and the public must pay the bill. The public always pays the bill, and I believe it is as much our duty to protect the public as it is to protect vested interests, either in bus lines or railways.

It was freely admitted in this case that there were too many busses being operated between Cedar Falls and Waterloo. If the bus companies should amend their schedules and rates of fare so that only a reasonable number of busses were being operated, at such a fare as would permit of their proper maintenance for the safety of the traveling public, I might view the situation differently. No artificial barrier placed against the operation of motor carriers for hire on the public highways will long withstand the public demand for such vehicles, even though the result may be the enforced abandonment of short line rail traffic. In this case, however, it seems plain to me that evidence of operation in good faith on April 14, 1923, is lacking, and I therefore cannot join my colleagues in the granting of the certificate requested.

Interlocking, Signal and Other Safety Devices

Plans for original construction of, or for changes to be made in, the following interlocking plants were approved, subject to inspection:

Name of Plant	Participating Companies
Balfour	C., B. & Q.—End Double Track
Belle Plaine "BA"	C. & N. W.—Yard
Burlington	C., B. & Q.—Yard
Carnsforth	C., R. I. & P.—C. & N. W.
Cedar Falls	I. C.—C., R. I. & P.
Clear Lake Jct.	C. G. W.—M. C. & C. L.
Clinton	C. & N. W.—Drawbridge
Clinton	C. & N. W.—C., M. & St. P.
Cone	C., M. & St. P.—C., R. I. & P.
Council Bluffs	U. P.—Transfer
Des Moines	C., R. I. & P.—C. G. W.
Dubuque Junction	I. C.—C. G. W.—C., B. & Q.
Dumas	A., T. & S. F.—Gauntlet Bridge
Fairfield	C., R. I. & P.—C., B. & Q.
Greenville	C., R. I. & P.—M. & St. L.
Gypsum	Ft. D., D. M. & S.—I. C.
Hampton "A"	C. G. W.—M. & St. L.
Hartley	C., R. I. & P.—C., M. & St. P.
Hinton	I. C.—G. N.—C., St. P., M. & O.
Independence	I. C.—C., R. I. & P.
Manly	C. G. W.—C., R. I. & P.—M. & St. L.
Maple River Jct.	C. & N. W.—Junction
Marathon	C., M. & St. P.—C. & N. W.
Mason City	C. & N. W.—M. C. & C. L.
Mason City	C. & N. W.—M. & St. L.
Maxon	C., B. & Q.—M. & St. L.
Neola	C., R. I. & P.—C., M. & St. P.
Ottumwa	C., B. & Q.—C., M. & St. P.—C., R. I. & P.
Red Oak	C., B. & Q.—End Double Track
Rowan	C. G. W.—C., R. I. & P.
Shopton (East)	A., T. & S. F.—Yard
Tama	C. & N. W.—C., M. & St. P.
Washington	C., M. & St. P.—C., R. I. & P.

The following named plants having been modified, or having been repaired in accordance with the suggestions of the Commission, reinspections were made and reinspection certificates of approval issued.

Name of Plant	Participating Companies	Date Certificate Issued
Balfour	C., B. & Q.—End Double Track	Oct. 29-23
Belle Plaine "BA"	C. & N. W.—Yards	Dec. 18-22
Cedar Falls	I. C.—C., R. I. & P.	Nov. 20-22
Clear Lake Junction	C. G. W.—C., R. I. & P.—M. C. & C. L.	Jan. 15-23
Des Moines	C., R. I. & P.—C. G. W.	Mar. 15-23
Dubuque (Fair ground)	C. G. W.—End Double Track	Oct. 24-23
Dumas	A., T. & S. F.—Gauntlet Bridge	Feb. 9-23
Greenville	C., R. I. & P.—M. & St. L.	Mar. 15-23
Hampton "A"	C. G. W.—M. & St. L.	May 2-23
Hinton	I. C.—G. N.	Apr. 26-23
Lockridge	C., B. & Q.—Crossover	Oct. 29-23
Marathon	C., M. & St. P.—C. & N. W.	Dec. 22-22
Mason City	C. & N. W.—M. & St. L.	May 24-23
Melrose	C., B. & Q.—Crossover	Oct. 30-23
New Boston	A., T. & S. F.—Crossover	Nov. 27-23
Neola	C., R. I. & P.—C., M. & St. P.	Jan. 8-23
Rowan	C. G. W.—C., R. I. & P.	May 2-23
Shopton (East)	A. T. & S. F.—Yard	Feb. 9-23
Sibley	C., St. P., M. & O.—C., R. I. & P.	Dec. 18-22

Authorized interlocking plants and other similar safety devices are subjected by the Signal Department to general inspections. It has been the aim of this department to inspect such authorized plants bi-annually. These devices are required to be installed and maintained to their highest degree of efficiency, thus securing for all concerned the maximum of safety at what are otherwise hazardous points in railway operation.

There are a total of 130 authorized interlocking plants. At least two general inspections were made of each of the following 127 interlockings and such defects as found reported to the maintaining company.

Location	Kind	Levers		Participating Companies	Date of License
		Frame	Working		
Ackley	Mech.	24	20	I. C.—M. & St. L.	9-11-22
Albia	Mech.	20	13	Wabash—C., B. & Q.	9-22-20
Altoona	Mech.	4	4	C., R. I. & P.—Junction	6-14-18
Ames	Mech.	40	40	C. & N. W.—Ft. D., D. M. & S.	1- 5-16
Arion	Mech.	56	53	C. & N. W.—C., M. & St. P.—I. C.	5-12-09
Aurora	Mech.	8	8	C. G. W.—End of double track	8-27-17
Balfour	Mech.	14	12	C., B. & Q.—End of double track	10-29-23
Belknap	Mech.	28	24	C., R. I. & P.—Wabash	9-23-22
Belle Plaine "BA"	Mech.	20	20	C. & N. W.—Yard	12-18-22
B. Plaine W. "B"	Mech.	32	30	C. & N. W.—Junction	3-11-16
Beverly	Elec.	44	33	C. & N. W.—C., M. & St. P.	10-20-16
Boone 8th St.	Mech.	40	33	C. & N. W.—Yard	9- 7-15
Boone "B U"	Mech.	20	19	C. & N. W.—Yard	8-30-17
Browns	Mech.	24	19	C., M. & St. P.—Junction	6-21-19
Burlington	Elec.	16	16	C., B. & Q.—Draw bridge	2-21-18
Burlington	Mech.	40	31	C., B. & Q.—Junction and yards	4- 4-21
Capron	Mech.	24	24	C., M. & St. P.—M. & St. L.	5-10-15
Carnsforth	Mech.	28	23	C., R. I. & P.—C. & N. W.	3-20-22
Cedar Falls	Mech.	18	18	I. C.—C., R. I. & P.	11-29-22
Cedar River Brg.	Elec.	12	10	C. & N. W.—Gauntlet bridge	6-18-06
Centerville	Mech.	24	24	C., R. I. & P.—C., B. & Q.	10-16-16
Clarion	Mech.	32	27	C. G. W.—C., R. I. & P.	1-19-20
Clarksville	Mech.	24	22	C. G. W.—C., R. I. & P.	7-20-06
Clear Lake Jct.	Mech.	32	25	C. G. W.—M. C. & C. L.—C., R. I. & P.	1-15-23
Clinton	Elec.	20	16	C. & N. W.—Draw bridge	11-29-19
Clio	Mech.	16	11	C., R. I. & P.—End double track	5-24-21
Colfax	Mech.	20	10	C., R. I. & P.—C. N.	8-29-04
Cone	Mech.	24	18	C., M. & St. P.—C., R. I. & P.	7-16-18
Council Bluffs	Mech.	8	6	O. & C. B. St. Ry.—C., B. & Q.	11-12-17
Council Bluffs	Mech.	8	6	O. & C. B. St. Ry.—Wabash	11-12-17
Council Bluffs	Elec.	96	85	U. P. Transfer	12-23-21
Council Bluffs	Elec.	15	12	U. P.—Bridge approach	2-17-22
Culver	Mech.	32	27	C., R. I. & P.—C., M. & St. P.	4-11-19
Davenport	Mech.	8	3	C., R. I. & P.—C., M. & St. P.	9-14-98
Denison	Mech.	32	24	I. C.—C. & N. W.	10-31-16
Des Moines	Elec.	56	50	C., R. I. & P.—C. G. W.	3-15-23
De Witt	Mech.	24	23	C. & N. W.—C., M. & St. P.	6-23-16
Dubuque	Mech.	36	30	I. C.—C. G. W.—C., B. & Q.	3-23-21
Dubuque	Mech.	16	14	C. G. W.—End double track	10-24-23
Dumont	Mech.	16	15	C. & N. W.—C. G. W.	2- 2-17
Eagle Grove	Mech.	21	15	C. G. W.—C. & N. W.	1-30-21
Elberon	Mech.	32	26	C., M. & St. P.—C. & N. W.	9-27-18
Estherville No. 1	Mech.	9	7	C., R. I. & P.—M. & St. L.	8- 6-17
Estherville No. 2	Mech.	12	11	C., R. I. & P.—M. & St. L.	8- 6-17
Fairfield	Mech.	52	41	C., R. I. & P.—C., B. & Q.	4-23-19
Fonda	Mech.	32	23	C., M. & St. P.—I. C.	4- 9-20
Ft. Dodge	Mech.	20	14	Ft. D., D. M. & S.—C. G. W.	3-19-21
Gladbrook	Mech.	24	21	C. G. W.—C. & N. W.	11- 6-19
Gowrie	Mech.	20	17	Ft. D., D. M. & S.—C. & N. W.—M. & St. L.	11- 2-16
Grand Junction	Mech.	36	36	C. & N. W.—M. & St. L.	9- 7-21
Green Island	Mech.	24	24	C., M. & St. P.—Junction	5-10-15
Greenville	Mech.	20	15	C., R. I. & P.—M. & St. L.	3-15-23
Gypsum	Mech.	20	16	Ft. D., D. M. & S.—I. C.	1-12-17
Gypsum	Mech.	32	22	I. C.—C. G. W.	10-31-16
Hampton "A"	Mech.	20	17	C. G. W.—M. & St. L.	5- 2-23
Hampton "B"	Elec.	32	26	C. G. W.—M. & St. L.—C., R. I. & P.	7-22-20

Location	Kind	Levers		Participating Companies	Date of License
		Frame	Working		
Harcourt	Mech.	20	19	Ft. D., D. M. & S.—C. & N. W.	12-29-19
Hartley	Mech.	16	11	C., R. I. & P.—C., M. & St. P.	6- 8-17
Hayfield	Mech.	12	8	C., R. I. & P.—M. & St. L.	12-20-00
Herndon	Mech.	20	18	C. M. & St. P.—Own tracks	4- 6-20
Hicks	Mech.	16	16	C. &. N. W.—C. G. W.	6-26-16
Hinton	Mech.	16	11	I. C.—C., St. P., M. & O.	4-26-23
Iowa Falls	Mech.	48	34	I. C.—C., R. I. & P.	10-31-16
Jeff	Mech.	20	19	C. G. W.—Junction	8-27-17
Jefferson	Mech.	20	17	C. & N. W.—C., M. & St. P.	8- 7-16
Kelley	Mech.	24	23	Ft. D., D. M. & S.—C. & N. W.	2-17-17
Lake Mills	Mech.	12	10	C. & N. W.—M. & St. L.	2- 2-17
Laurens	Mech.	16	12	C., R. I. & P.—C. & N. W.	1-30-20
Libertyville	Mech.	12	8	C., R. I. & P.—C., B. & Q.	12- 6-20
Linby	Mech.	16	14	C., M. & St. P.—C., B. & Q.	10-27-03
Lockridge	Mech.	22	18	C., B. & Q.—Crossover	10-29-23
Lohrville	Mech.	20	17	C. G. W.—C., M. & St. P.—C. & N. W.	9-18-17
Manly	Mech.	48	37	C. G. W.—C., R. I. & P.—M. & St. L.	8- 9-19
Manson	Mech.	24	22	I. C.—C., R. I. & P.	4-19-19
Maple River	Elec.	28	26	C. & N. W.—Junction	6- 2-17
Marathon	Mech.	20	20	C., M. & St. P.—C. & N. W.	12-22-22
Marshalltown	Mech.	68	51	C. & N. W.—C. G. W.—M. & St. L.	12-14-16
Mason City	Mech.	20	19	C. & N. W.—C., M. & St. P.—C. G. W.—C., R. I. & P.	2-16-16
Mason City	Mech.	12	12	C. & N. W.—M. & St. L.	5-24-23
Mason City	Mech.	12	11	C. & N. W.—M. C. & C. L.	11-30-17
Mason City	Mech.	24	20	C. G. W.—C. & N. W.	1-21-02
Maxon	Mech.			C., B. & Q.—M. & St. L.	12-31-06
Melrose	Mech.	22	20	C., B. & Q.—Crossover	10-30-23
Moorland	Mech.	20	16	C. G. W.—M. & St. L.	4-19-19
Moravia	Mech.	16	14	Wabash—C., M. & St. P.	7-31-19
Moulton	Mech.	32	26	Wabash—C., B. & Q.	4-19-01
Nahant	Mech.	4	4	C., R. I. & P.—C., M. & St. P.	6-13-18
Neola	Mech.	28	23	C., R. I. & P.—C., M. & St. P.	1- 8-23
New Boston	Mech.	17	14	A., T. & S. F.—Crossover	11-27-23
New Hampton	Mech.	24	17	C. G. W.—C., M. & St. P.	1-12-17
Oelwein	Mech.	16	16	C. G. W.—C., R. I. & P.	8-27-17
Ogden	Mech.	32	32	C. & N. W.—M. & St. L.	9-10-15
Oneida	Mech.	24	16	C. G. W.—C., M. & St. P., M. & O.	3-19-21
Oralabor	Mech.	12	8	Ft. D., D. M. & S.—C. & N. W.	9-10-15
Otis	Mech.	28	25	C. & N. W.—Junction	4- 2-06
Ottumwa (Mkt. St.)	Mech.	5	5	C., B. & Q.—C., R. I. & P.	5-10-16
Ottumwa (Tower 280)	Mech.	25	22	C., B. & Q.—C., R. I. & P.—C., M. & St. P.	11-17-21
Paralta	Mech.	24	18	C., M. & St. P.—Junction	5-10-15
Red Oak	Mech.	20	16	C., B. & Q.—End of double track	12-28-21
Rinard	Mech.	20	17	Ft. D., D. M. & S.—C. G. W.	12-29-19
Rockwell City	Mech.	40	36	I. C.—Ft. D., D. M. & S.—C., M. & St. P.	4-21-09
Rowan	Mech.	24	22	C. G. W.—C., R. I. & P.	5- 2-23
Sabula	Elec.	24	18	C., M. & St. P.—Drawbridge	8-14-19
Sargeants Bluff	Mech.	16	12	C. & N. W.—C., M. & St. P.	2-27-02
Seymour	Mech.	20	19	C., M. & St. P.—C., R. I. & P.	1- 6-22
Shopton (East)	Mech.	16	15	A., T. & S. F.—Yard	2- 9-23
Shopton(West)	Mech.	16	11	A., T. & S. F.—Yard	5-11-21
Sibley	Mech.	24	20	C., St. P., M. & O.—C., R. I. & P.	12-18-22
Slater	Mech.	32	30	C., M. & St. P.—C. & N. W.	5-10-15
Somers	Mech.	28	23	C. G. W.—C., R. I. & P.	9-20-17
Spencer	Mech.	40	35	C. M. & St. P.—M. & St. L.	11- 1-20
State Center	Mech.	8	7	C. G. W.—M. & St. L.	4-29-18
Tama	Mech.	60	59	C. & N. W.—C., M. & St. P.	9-28-22
Tower 307	Mech.	28	28	C., B. & Q.—Junction	8- 8-16
Troy	Mech.	12	9	C., B. & Q.—End double track	6- 2-20
Ute	Mech.	12	12	C. & N. W.—C., M. & St. P.	10-19-18
Washington	Mech.	24	14	C., M. & St. P.—C., R. I. & P.	5-25-03
Waterloo	Mech.	24	17	I. C.—W. C., F. & N.	1-10-22
Waterloo (East)	Mech.	16	11	I. C.—W. C., F. & N.	12- 1-21
Waterloo (West)	Mech.	4	4	C., R. I. & P.—W. C., F. & N.	5-17-11
Waverly	Mech.	24	18	C. G. W.—I. C.	12-18-06
Webb	Mech.	16	12	C., R. I. & P.—C., M. & St. P.	6-11-18
Webster City	Mech.	24	19	I. C.—C. & N. W.	10-31-16
Wheatland	Mech.	20	18	C. & N. W.—C., M. & St. P.	1-25-17
Whitebreast	Mech.	12	9	C., B. & Q.—End double track	8- 8-16
Total		3,069	2,582		

One general inspection was made of the following interlocking plants and such defects as found reported to the maintaining company:

Location	Kind	Levers		Participating Companies	Date of License
		Frame	Working		
Dumas	Elec.	32	20		
Fort Madison	Elec.	12	11	A., T. & S. F.—Gauntlet bridge	2-9-22
Iowa City	Elec.	4	4	A., T. & S. F.—Draw bridge	5-22-16
				C., R. I. & P.—End double track	5-20-22
Total		48	35		

There are one hundred and thirty (130) authorized interlocking plants in operation; one hundred and sixteen (116) are manually operated mechanical plants, having a machine frame capacity of 2674 levers with 2,255 working levers. Fourteen (14) are manually controlled and electrically operated, having a machine frame capacity of four hundred and forty-three (443) levers with three hundred and sixty-two (362) working levers.

Sixteen (16) reported derailments at interlocking plants were ascribed to disregarding danger signals by engineman and eight (8) were attributed to other omissions than those named above, viz., improper use of hand signals, cause not definitely determined, etc.

During the past year this department, in addition to inspection of interlockings, has made investigations and reports on train wrecks, clearances, train operations, highway grade crossings, railway bridges, clearance of wires over railway tracks, and track inspections, involving the condition of various portions of track, as well as a number of miscellaneous subjects.

Interstate Cases Handled by Commerce Counsel of Iowa and Decided During Year 1923.

In this report for the year 1923, a list of the more important cases only is shown. This report is different from the former reports, in that no reference is made (except in the instances noted) of cases now pending. A number of cases in former reports are still pending—either not determined or modification asked. To make a full and complete report, showing all of the issues and the facts, would unduly lengthen this report, with no substantial benefit; but reference is given where the opinions may be found. There have been some very important cases presented to and considered by the Interstate Commerce Commission, of particular interest to the state. The cases involve rates on cement, coal, live stock, grain and grain products, and hay, and have not as a rule, yet been determined, but are pending—a number of hearings having been held on each of these cases. There were many matters with reference to interstate transportation that came up during the year, some of which have been settled and adjusted with the carriers. In others, the filing of a complaint was not warranted. The list of the more important cases finally disposed of in the year, is submitted as follows:

Greater Des Moines Committee, Inc., v. Director General of Railroads, et al., I. C. C. No. 11047, grain rates from South Dakota. Petition filed with Interstate Commerce Commission December 9, 1919. Hearing at Des Moines, February 6, 1920. Decided January 26, 1923. Relief sought as to rates on grain and grain products from eastern South Dakota to Des Moines, Iowa, afforded in decision of Commission in South Dakota Railroad Commissioners v. Director General, 73 I. C. C., 347.

Farley & Loetscher Mfg. Co., et. al., v. Director General of Railroads, et al., I. C. C. No. 11824, rates on sash, doors, etc. Complaint filed with I. C. C. September 8, 1920. Hearing at Des Moines, October 25, 1920. Decision July 15, 1921, 62 I. C. C., 721. Rates found to be unreasonable and prejudicial, and reasonable and non-prejudicial rates prescribed for the future. Reparation awarded. Application for re-hearing granted. Decided October 10, 1922, 73 I. C. C., 704; findings in original hearing confirmed. There are some items of reparation to be adjusted, but not necessary to report.

Interstate rates on grain, grain products and hay, carloads, between points in the Western and Mountain-Pacific Groups, I. C. C. No. 12929. Hearing begun before Interstate Commerce Commission August 8, 1921. Opinion 64 I. C. C., 85. Carriers filed application for re-hearing, which was denied. Carriers then applied for re-opening or modification; conference at Kansas City on May 17, 1922. Hearing at Des Moines on October 9, 1922. Received opinion of Interstate Commerce Commission on re-hearing June 28, 1923, 80 I. C. C., 362. In the first opinion it applied to all grains, and the coarse grains were given a rate ten per cent below that of wheat. The re-hearing was as to this portion of the

opinion and applied to the western states wherein corn and coarse grains were generally produced, and former opinion re-affirmed.

In the matter of minimum carload weight on shipments of hogs in Iowa, I. C. C. No. 12945. This case grew out of the Iowa Commission's File B-1001, decision in which was excepted to by the carriers, who filed complaint with the Interstate Commerce Commission. Hearing was held at Des Moines, October 31, 1921. The cause was later re-opened and consolidated with, and heard at the same time as, I. C. C. Docket No. 14491, but decision in the Iowa case is being withheld.

In the matter of the minimum carload weight on shipments of hogs, I. C. C. No. 14491. This case was ordered on motion of the Interstate Commerce Commission for an investigation as to the minimum weight on hogs for the ten mid-western states from which the larger production of hogs come, and which states are: Iowa, Wisconsin, Minnesota, South Dakota, Nebraska, Missouri, Kansas, Oklahoma, Texas and Illinois. The minimum weight on hogs, single deck, in all of the ten states, except Iowa, was 17,000 pounds. In Iowa, interstate, it was 17,000 pounds, but intra-state it was 16,000 pounds, as determined by the Railroad Commission of Iowa. The Interstate Commerce Commission asked that the co-operation of all of the state commissions be had, and that there be three of the state commissioners, selected by the states involved, to hear and assist in the determination of this cause. Accordingly, F. W. Putnam, of the Minnesota Railroad and Warehouse Commission, T. A. Browne, of the Nebraska State Railway Commission, and J. B. Cobb, of the Corporation Commission of Oklahoma, were selected, and heard all of the testimony and re-argument, and participated in the determination of the case. It was assigned for hearing at Excelsior Springs, Mo., before Examiner E. I. Lewis, and was heard at length; consolidated with it was the Iowa case, I. C. C. No. 12945, wherein the carriers sought to have the minimum weight of 16,000 pounds prescribed by the Iowa Commission declared discriminatory and prejudicial to interstate commerce, wherein the minimum weight was 17,000 pounds. The Commission filed its opinion, concurred in by the three state commissioners, on July 9, 1923, finding that the proper minimum on hogs, single deck, should be 16,500 pounds, being 500 pounds less for the other nine states involved and on interstate shipments from Iowa, and 500 pounds more than the minimum on intrastate shipments in Iowa. This was a very important case, and substantial benefit was obtained for the states involved. The Iowa case, I. C. C. No. 12945, was not determined, but held for further consideration. Opinion in No. 14491 in 81 I. C. C., 373.

Keokuk & Hamilton Bridge Company v. Wabash Railway Company, et al., I. C. C. No. 12006, toll charges. Hearing at St. Louis, Mo., April 13 and 14, 1921. Set for oral argument at Washington, November 30, 1921, and since determined adversely to complainant.

The American Farm Bureau Federation, et al., v. Aberdeen & Rockfish R. R. Co., et al., I. C. C. No. 12699, complaint against the $2.00 delivery charge at Union Stock Yards, Chicago. Hearing at Chicago, September 8, 1921. Assigned for oral argument at Washington, September 21, 1922. Terminal charge $3 per car collected subsequent to August 26, 1920, for movement between line-haul carriers' rails and Union Stock Yards

at Chicago, Ill., on shipments of live stock from territory B, as defined in Lowrey's Tariff, found not unreasonable or otherwise unlawful. Complaint dismissed. Opinion I. C. C. May 28, 1923, 80 I. C. C., 232.

Board of Railroad Commissioners of South Dakota v. C. & N. W. Ry. Co., et al., I. C. C. No. 12268, rates on live stock. Hearing at Denver, Colo., June 2, 1921. Board of Railroad Commissioners of Iowa, by Commerce Counsel, intervener. On July 20, 1921, brief of intervener filed. Decided February 13, 1923, 77 I. C. C., 451. Rates and minimum weights applicable to the transportation of ordinary live stock, in carloads, from points in South Dakota to market and intermediate points in Minnesota, Wisconsin, Illinois, Iowa, Missouri and Nebraska, found unreasonable and unduly prejudicial. Reasonable and non-prejudicial maximum rates and minimum weights prescribed.

Ex Parte No. 80. This was an investigation by the Commission as to the payment of reparation during the period when the railroads were under Federal Control, the contention of the Director General being that the Director General, or the Government, was not liable for reparation on a lower basis prior to June 25, 1918, than on and after that date. A number of these claims were presented from Iowa. It was assigned for oral argument at Washington on October 6, 1921. To protect the interests of the state, the Commerce Counsel appeared at the oral argument and joined with Mr. Benton, and others, in the presentation of the case. Decision of Interstate Commerce Commission, 68 I. C. C., 5, that whether reparation should be awarded depends upon facts of record in each case.

Reduced rates from New York piers, trancontinental cases of 1922, I. & S. Dockets Nos. 1511 and 1597. On September 12, 1922, assigned for hearing at Chicago, Commerce Counsel filing objections and protest on behalf of Iowa Commission. Decided July 2, 1923, 81 I. C. C., 312; proposed reduced rates found not justified except to extent indicated in the report. Suspended schedules ordered cancelled.

Class D proportional rates on coal from west bank Mississippi river points to points in Iowa, I. & S. No. 1620. Request for suspension and investigation filed August 8, 1922. Hearing at Des Moines, September 23, 1922. Proposed increased combination rates which would result from the elimination of Class D proportional rates on hard or bituminous coal from west-bank Mississippi river points in Iowa and Missouri to stations in Iowa found not justified; suspended schedules ordered cancelled. 74 I. C. C., 729.

Coal from mines in Kentucky, Tennessee and Virginia to various points in Iowa, Missouri and Nebraska, I. & S. No. 1646. Protest and application for suspension of schedules filed with Interstate Commerce Commission August 31, 1922. Assigned for hearing at Louisville, Ky., October 25, 1922; hearing cancelled, and on December 18, 1922, received advices that respondents filed tariff cancelling schedules under suspension and continuing present rate; proceeding discontinued.

Express rates, 1922, I. C. C. No. 13930. On July 6, 1922, the Commission ordered that upon its own motion an investigation would be made into the interstate rates and charges of express carriers. Conference of western state commissioners' representatives held in Kansas City on

September 14, 1922. Hearing at Washington, November 30, 1922. Decided November 10, 1923, 83 I. C. C., 606, wherein carriers are given until March 1, 1924, to comply with orders.

Salt from C. F. A. territory to western trunk line destinations and between points in C. F. A. territory, I. & S. No. 1624. Hearing at Chicago, October 2, 1922. Opinion I. C. C. 74 I. C. C., 409, as to certain of the proposed reductions. Questions with respect to the relationship between rates on salt in packages and salt in bulk, and carload minima, were reserved for consideration in the report of the Commission in general salt case, pending.

The cases of the several railroads in this state, wherein the intrastate passenger fares were involved, reported in 1922 and former years have all been disposed of and the rates ordered by the Interstate Commerce Commission sustained.

Grain and grain products between stations in Iowa and Minnesota, and Milwaukee, Wis., and Chicago and Peoria, Ill., Group Points, I. & S. Docket No. 1778. Hearing at Chicago, April 12, 1923. Opinion of I. C. C. rendered July 10, 1923, that proposed increases in rates on grain and grain products from northwestern Iowa and southwestern Minnesota to Milwaukee, Wis., Chicago and Peoria, Ill., and points grouped therewith, found justified, and proceeding discontinued. 81 I. C. C., 267.

Clinton Manufacturers' & Shippers' Association, et al., v. The A. T. & S. F. Ry. Co., et al., I. C. C. No. 14399, rates and charges on gas and fuel oil from points in Kansas, Oklahoma, etc., to Illinois and Iowa Points. Filed by complainants October 1, 1922, who, in December, 1922, solicited the aid of the Commerce Counsel Department. Assigned for hearing at Clinton, Iowa, January 5, 1923; at the time of hearing, complaint withdrawn by complainants.

I. & S. No. 1782, Proportional Class Rates Between Upper Mississippi River Crossings and Points in Iowa, Missouri and South Dakota. Application for investigation and suspension filed with Interstate Commerce Commission March 16, 1923. Heard at Des Moines, June 7, 1923. Orally argued at Washington, October 3, 1923. Opinion of I. C. C. 83 I. C. C., 93. Suspended schedules ordered cancelled.

On intrastate matters there have been the usual, or even an increasing, number of controversies as to elevator sites, and the rental, terms and conditions of the contract; farm crossings; public highway crossings; separation of grades; warning signals; application for the building and construction of stations; spur and switch tracks; drainage matters; and inquiries constantly for advice as to matters under the jurisdiction of the Board. It is the policy not to have unnecessary litigation, but in each instance the questions are taken up with the carriers, in an endeavor to settle—and we frequently do. One of the main contentions and troubles we now have is the abandonment of stations, in some instances the carriers establishing only prepay stations, with other stations in charge of a custodian; these are quite frequent. The public is demanding that these stations be fully maintained. Wherein it is the judgment of the Commerce Counsel that complaint ought not to be filed, advices are so given, and generally with satisfaction to the parties interested.

Officers and Directors of Companies

For the year ended December 31, 1922.

OFFICERS AND DIRECTORS OF COMPANIES OF STEAM RAILWAY COMPANIES

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

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General Officers: President, W. B. Storey, Chicago, Ill.; Vice President, E. J. Engel, Chicago, Ill.; Vice President, Edward Chambers, Chicago, Ill.; Vice President, A. G. Wells, Chicago, Ill.; Vice President, W. E. Hodges, Los Angeles, Cal.; Secretary-Treasurer, E. L. Copeland, Topeka, Kansas; General Counsel, S. T. Bledsoe, Chicago, Ill.; General Solicitor, Gardiner Lathrop, Chicago, Ill.; Comptroller, D. L. Gallup, New York, N. Y.; General Auditor, W. E. Bailey, Chicago, Ill.; General Manager Eastern Lines, F. C. Fox, Topeka, Kansas; General Manager Western Lines, F. A. Lehman, Amarillo, Texas; General Manager Coast Lines, I. L. Hibbard, Los Angeles, Cal.; Chief Engineer, C. F. W. Felt, Chicago, Ill.; Mechanical Supt., John Purcell, Chicago, Ill.; Commissioner of Taxes, G. G. Tunell, Chicago, Ill.

ATLANTIC NORTHERN RAILWAY

Directors: John Liestad, Elk Horn, Iowa; Bertel Christensen, Kimballton, Iowa; Hans Nissen, Kimballton, Iowa; L. H. Lauritzen, Kimballton, Iowa; Andrew Kroman, Elk Horn, Iowa; Thomas Christensen, Elk Horn, Iowa; Niels P. Hansen, Kimballton, Iowa.

General Officers: President, S. C. Pederson, Elk Horn, Iowa; Vice President, John Liestad, Elk Horn, Iowa; Secretary, C. E. Spar, Atlantic, Iowa; Treasurer, Bertel Christensen, Kimballton, Iowa; Attorney or General Counsel, Tom C. Whitmore, Atlantic, Iowa; General Manager, C. E. Spar, Atlantic, Iowa.

CHICAGO, BURLINGTON & QUINCY RAILROAD

Directors: Wm. W. Baldwin, Chicago, Ill.; Ralph Budd, St. Paul, Minn.; Claude G. Burnham, Chicago, Ill.; Charles Donnelly, St. Paul, Minn.; Robert J. Dunham, Chicago, Ill.; Howard Elliott, New York, N. Y.; Louis W. Hill, St. Paul, Minn.; Hale Holden, Chicago, Ill.; Arthur Curtiss James, New York, N. Y.; Charles E. Perkins, Burlington, Iowa; Frederick H. Rawson, Chicago, Ill.; Oliver M. Spencer, Chicago, Ill.; Charles I. Sturgis, Chicago, Ill.

General Officers: President, Hale Holden, Chicago, Ill.; Executive Vice President, Claude G. Burnham, Chicago, Ill.; Vice President, Wm. W. Baldwin, Chicago, Ill.; Vice President, Edward P. Bracken, Chicago, Ill.; Vice President, Harry R. Safford, Chicago, Ill.; Vice President, Conrad E. Spens, Chicago, Ill.; Vice President, Secretary and Treasurer, Chas. I. Sturgis, Chicago, Ill.; General Counsel, Oliver M. Spencer, Chicago, Ill.; General Solicitor, Bruce Scott, Chicago, Ill.; Asst. to General Counsel, Edward M. Shelton, Chicago, Ill.; Comptroller, Herbert W. Johnson, Chicago, Ill.; General Auditor, Harry D. Foster, Chicago, Ill.; General Manager, William F. Thiehoff, Chicago, Ill.; General Manager, Edward Flynn, Omaha, Neb.; Chief Engineer, Albert W. Newton, Chicago, Ill.; Supt. of Motive Power, Joseph W. Cyr, Chicago, Ill.; Supt. Motive Power, Thomas Roope, Lincoln, Neb.; Land and Industrial Commissioner, Ogden F. Scudder, Chicago, Ill.; Land and Industrial Commissioner, Edgar M. Westervelt, Lincoln, Neb.; Tax Agent, Alfred E. Patten, Chicago, Ill.; Tax Agent, Reginald D. Pollard, Omaha, Neb.; Tax Agent, Phillip F. Hornish, St. Louis, Mo.

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Directors: S. M. Felton, Chicago, Ill.; Chas. Steele, New York, N. Y.; E. N. Hurley, Chicago, Ill.; E. C. Finkbine, Des Moines, Iowa; Chas. H. Thorne, Chicago, Ill.; Chas. G. Dawes, Chicago, Ill.; Milton Tootle, Jr., St. Joseph, Mo.; C. T. Jaffray, Minneapolis, Minn.; G. W. Wattles, Omaha, Neb.; E. F. Swinney, Kansas City, Mo.; E. A. Cudahy, Chicago, Ill.; B. E. Sunny, Chicago, Ill.; Geo. H. Prince, St. Paul, Minn.

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Directors: S. M. Felton, Chicago, Ill.; J. E. Davidson, Omaha, Neb.; A. L. Reed, Omaha, Neb.; Geo. A. Hormel, Austin, Minn.; C. H. McNider, Mason City, Iowa; W. H. McCord, Omaha, Neb.

General Officers: President, S. M. Felton, Chicago, Ill.; Secretary-Treasurer, J. F. Coykendall, Chicago, Ill.; Auditor, Con F. Krebs, Chicago, Ill.

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General Officers: President, H. E. Byram, Chicago, Ill.; Vice President, R. M. Calkins, Chicago, Ill.; Vice President, B. B. Greer, Chicago, Ill.; Vice President, H. B. Earling, Seattle, Wash.; Vice President, E. D. Sewall, Chicago, Ill.; Vice President, R. J. Marony, New York, N. Y.; Asst. to President, W. W. K. Sparrow, Chicago, Ill.; Secretary, E. W. Adams, Milwaukee, Wis.; Treasurer, A. G. Loomis, Chicago, Ill.; General Counsel, H. H. Fields, Chicago, Ill.; General Solicitor, O. W. Dynes, Chicago, Ill.; Comptroller, Walter V. Wilson, Chicago, Ill.; General Manager, J. T. Gillick, Chicago, Ill.; Chief Engineer, C. F. Loweth, Chicago, Ill.; General Manager, Macy Nicholson, Seattle Wash.; General Supt. Motive Power, L. K. Sillcox, Chicago, Ill.; Tax Commissioner, A. S. Dudley, Milwaukee, Wis.; Asst. to President, Lee W. Spratlen, Chicago, Ill.; Asst. to President, J. W. Taylor, Chicago, Ill.

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sistant Secretary, Charles A. Leggo, St. Paul, Minn.; Treasurer and Assistant Secretary, Arthur S. Pierce, New York, N. Y.; Assistant Treasurer and Assistant Secretary, Thomas W. Arundel, New York, N. Y.; Assistant Treasurer and Assistant Secretary, Harry W. Rush, New York, N. Y.; General Solicitor, Richard L. Kennedy, St. Paul, Minn.; General Manager, John J. O'Neil, St. Paul, Minn.; General Superintendent, Frank R. Pechin, St. Paul, Minn.; Comptroller, Chas. Jensch, St. Paul, Minn.; Local Treasurer, Chas. P. Nash, St. Paul, Minn.; General Traffic Manager, Hiram M. Pearce, St. Paul, Minn.; General Freight Agent, Albion M. Fenton, St. Paul, Minn.; General Passenger Agent, George H. Mac Rae, St. Paul, Minn.; Chief Engineer, Harry E. Barlow, St. Paul, Minn.; Purchasing Agent, Isaac Seddon, St. Paul, Minn.; Right of Way Commissioner, Henry P. Barlow, St. Paul, Minn.; Land Commissioner, George W. Bell, Hudson, Wis.; Tax Commissioner, Thomas A. Polleys, Chicago, Ill.; Valuation Engineer, George W. Hand, Chicago, Ill.

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General Officers: President, J. E. Gorman, Chicago, Ill.; Vice President, M. L. Bell, New York, N. Y.; Vice President, Treasurer and Assistant Secretary, Carl Nyquist, Chicago, Ill.; Secretary, Wm. La Venture, Davenport, Iowa; Secretary and Assistant Treasurer, W. Vanderpool, Chicago, Ill.; General Auditor, W. H. Burns, Chicago, Ill.

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Directors: Thos. W. Griggs, Davenport, Iowa; M. B. Seevers, Des Moines, Iowa; Robert Ryan, Des Moines, Iowa; J. B. Ryan, Colfax, Iowa; F. G. Ryan, Des Moines, Iowa; W. L. Ryan, Des Moines, Iowa.

General Officers: President, Thos. W. Griggs, Davenport, Iowa; Vice President, M. B. Seevers, Des Moines, Iowa; Secretary, W. Blakely, Colfax, Iowa; Treasurer, Marion B. Seevers, Des Moines, Iowa; General Manager, W. Blakely, Colfax, Iowa.

THOMAS W. GRIGGS RAILROAD PROPERTY
(Ownership Individual)
COLFAX CONSOLIDATED COAL COMPANY

Directors: Not organized.

General Officers: President, Marion B. Seevers, Des Moines, Iowa; Vice President, Robert Ryan, Des Moines, Iowa; Secretary-Treasurer, J. B. Ryan, Colfax, Iowa; General Manager, J. B. Ryan, Colfax, Iowa.

DAVENPORT, ROCK ISLAND & NORTH WESTERN RAILWAY

Directors: C. G. Burnham, Chicago, Ill.; E. P. Bracken, Chicago, Ill.; B. B. Greer, Chicago, Ill.; J. T. Gillick, Chicago, Ill.; Hale Holden, Chicago, Ill.; E. D. Sewell, Chicago, Ill.; J. R. Lane, Davenport, Iowa.

General Officers: President, Hale Holden, Chicago, Ill.; Secretary-Treasurer, P. L. Hinrichs, Davenport, Iowa; Auditor and Assistant Treasurer, J. H. Ells, Davenport, Iowa; General Manager, C. B. Rodgers, Davenport, Iowa.

GREAT NORTHERN RAILWAY

Directors: L. W. Hill, St. Paul, Minn.; F. E. Weyerhaeuser, St. Paul, Minn.; T. M. Schumacher, New York, N. Y.; W. B. Dean, St. Paul, Minn.; Ralph Budd, St. Paul, Minn.; P. L. Howe, Minneapolis, Minn.; E. T. Nichols, New York, N. Y.; W. P. Kenney, St. Paul, Minn.; N. Terhune, New York, N. Y.; E. E. Loomis, New York, N. Y.; A. C. Loring, Minneapolis, Minn.; A. L. Ordean, Duluth, Minn.

General Officers: Chairman of Board, L. W. Hill, St. Paul, Minn.; President, Ralph Budd, St. Paul, Minn.; Vice President, G. R. Martin, St. Paul, Minn.; Vice President, L. C. Gilman, Seattle, Wash.; Vice President, E. T. Nichols, New York, N. Y.; Vice President, M. L. Countryman, St. Paul, Minn.; Vice President, W. P. Kenney, St. Paul, Minn.; Vice President, C. O. Jenks, St. Paul, Minn.; Secretary-Treasurer, F. L. Paetzold, St. Paul, Minn.; General Counsel, M. L. Countryman, St. Paul, Minn.; General Solicitor, F. G. Dorety, St. Paul, Minn.; Comptroller, Geo. H. Hess, Jr., St. Paul, Minn.; General Auditor, A. B. Fisher, St. Paul, Minn.; General Manager, Frank Bell, Lines East, St. Paul, Minn.; General Manager, J. H. O'Neil, Lines West, Seattle, Wash.; Chief Engineer, A. H. Hogeland, St. Paul, Minn.; Right of Way and Tax Commissioner, J. T. Maher, St. Paul, Minn.

ILLINOIS CENTRAL RAILROAD

Directors: His Excellency, Len Small, Governor of Illinois, Springfield, Ill.; Cornelius Vanderbilt, New York, N. Y.; Henry D. DeForest, New York, N. Y.; Charles H. Markham, Chicago, Ill.; William Vincent Astor, New York, N. Y.; Stanley Field, Chicago, Ill.; David R. Burbank, New York, N. Y.; Robert Walton Goelet, Newport, R. I.; Charles A. Pea-

body, New York, N. Y.; John G. Shedd, Chicago, Ill.; William Averill Harriman, New York, N. Y.; John W. Auchincloss, New York, N. Y.; Robert S. Lovett, New York, N. Y.

General Officers: President, C. H. Markham, Chicago, Ill.; Senior Vice President, C. M. Kittle, Chicago, Ill.; Vice President, L. W. Baldwin, Chicago, Ill.; Vice President, F. B. Bowes, Chicago, Ill.; Vice President, M. P. Blauvelt, Chicago, Ill.; Vice President, A. C. Mann, Chicago, Ill.; Secretary, D. R. Burbank, New York, N. Y.; Treasurer, R. E. Connolly, New York, N. Y.; General Counsel, W. S. Horton, Chicago, Ill.; General Solicitor, R. V. Fletcher, Chicago, Ill.; Comptroller, G. J. Bunting, Chicago, Ill.; General Auditor, L. A. Harkness, Chicago, Ill.; General Manager, A. E. Clift, Chicago, Ill.; Chief Engineer, F. L. Thompson, Chicago, Ill.; General Superintendent Motive Power, R. W. Bell, Chicago, Ill.; General Superintendent Transportation, J. F. Porterfield, Chicago, Ill.; Land and Tax Commissioner, W. L. Tarbet, Chicago, Ill.

DUBUQUE & SIOUX CITY RAILROAD COMPANY

Directors: C. H. Markham, Chicago, Ill.; C. M. Kittle, Chicago, Ill.; R. W. Goelet, New York, N. Y.; W. A. Harriman, New York, N. Y.; C. A. Peabody, New York, N. Y.; Cornelius Vanderbilt, New York, N. Y.; R. E. Connolly, New York, N. Y.; Blewett Lee, New York, N. Y.; H. M. Riseley, New York, N. Y.; J. W. Auchincloss, New York, N. Y.; D. R. Burbank, New York, N. Y.; J. T. Adams, Dubuque, Iowa; A. R. Loomis, Fort Dodge, Iowa; C. E. Kuck, New York, N. Y.; H. W. DeForest, New York, N. Y.

General Officers: President, C. H. Markham, Chicago, Ill.; Vice President Senior, C. M. Kittle, Chicago, Ill.; Vice President, L. W. Baldwin, Chicago, Ill.; Vice President, M. P. Blauvelt, Chicago, Ill.; Vice President, F. B. Bowes, Chicago, Ill.; Vice President, A. C. Mann, Chicago, Ill.; Secretary, Miss F. E. Couch, Dubuque, Iowa; Treasurer, R. E. Connolly, New York, N. Y.; Comptroller, G. J. Bunting, Chicago, Ill.

MANCHESTER & ONEIDA RAILWAY

Directors: Chas. J. Seeds, Manchester, Iowa; E. M. Carr, Manchester, Iowa; E. H. Hoyt, Manchester, Iowa; G. W. Dunham, Manchester, Iowa; W. H. Hutchinson, Manchester, Iowa; L. Mathews, Manchester, Iowa; F. B. Blair, Manchester, Iowa; Hubert Carr, Manchester, Iowa; Joseph Hutchinson, Manchester, Iowa; Wm. Hockaday, Manchester, Iowa; A. R. LeRoy, Manchester, Iowa; A. D. Long, Manchester, Iowa; Charles McCormick, Manchester, Iowa; R. W. Terrill, Manchester, Iowa; J. S. Jones, Manchester, Iowa.

General Officers: President, Jos. Hutchinson, Manchester, Iowa; Vice President, E. H. Hoyt, Manchester, Iowa; Secretary, L. Mathews, Manchester, Iowa; Treasurer, A. D. Long, Manchester, Iowa; Auditor, Chas. J. Seeds, Manchester, Iowa; Attorney or General Counsel, Geo. W. Dunham, Manchester, Iowa; Traffic Manager, C. J. Boardway, Manchester, Iowa; Superintendent, J. S. Jones, Manchester, Iowa; General Freight Agent, W. H. Hutchinson, Manchester, Iowa; General Passenger Agent, Hubert Carr, Manchester, Iowa.

MINNEAPOLIS & ST. LOUIS RAILROAD

Directors: J. S. Bache, New York, N. Y.; W. P. Hawley, New York, N. Y.; F. P. Frazier, New York, N. Y.; W. H. Bremner, Minneapolis, Minn.; E. E. Nash, Minneapolis, Minn.; Pierpont Davis, New York, N. Y.; M. A. Taylor, New York, N. Y.; Newman Erb, New York, N. Y.; W. B. Davids, New York, N. Y.; F. E. Kenaston, Minneapolis, Minn.; F. A. Chamberlain, Minneapolis, Minn.; S. B. November, Baltimore, Md.

General Officers: President, W. H. Bremner, Minneapolis, Minn.; Vice President, W. P. Hawley, New York, N. Y.; Vice President, F. B. Townsend, Minneapolis, Minn; Vice President, E. E. Nash, Minneapolis, Minn.; Secretary, F. M. Tompkins, New York, N. Y.; Treasurer, W. B. Davids, New York, N. Y.; General Counsel, M. M. Joyce, Minneapolis, Minn; Comptroller, A. E. Smith, Minneapolis, Minn.; General Manager, R. E. Ryan, Minneapolis, Minn.; Chief Engineer, R. G. Kenly, Minneapolis, Minn.; Superintendent Motive Power and R. S., Wm. Gemlo, Minneapolis, Minn.; Land & Tax Agent, C. F. Foote, Minneapolis, Minn.

MUSCATINE, BURLINGTON & SOUTHERN RAILROAD COMPANY

Directors: E. H. Ryan, Davenport, Iowa; C. J. Von Maur, Davenport, Iowa; Aug. E. Steffen, Davenport, Iowa; John L. Zeidler, St. Joseph, Mo.; C. A. Buddy, St. Joseph, Mo.

General Officers: President, E. H. Ryan, Davenport, Iowa; Vice President, C. J. Von Maur, Davenport, Iowa; Receiver and General Manager, Theo. W. Krein, Muscatine, Iowa; Secretary, Ray Nyemaster, Davenport, Iowa; Treasurer, Ed. Kauffman, Davenport, Iowa; General Counsel, Hoffman & Hoffman, Muscatine, Iowa; General Auditor, Jas. F. Cullen, Muscatine, Iowa; Mechanical Superintendent, J. H. Cooper, Muscatine, Iowa.

TABOR AND NORTHERN RAILWAY

Directors: R. C. Laird, Tabor, Iowa; W. W. Glynn, Tabor, Iowa; R. Weatherhead, Tabor, Iowa; A. S. Bloedel, Tabor, Iowa; Thomas Brading, Tabor, Iowa.

General Officers: President, R. C. Laird, Tabor, Iowa; Vice President, R. Weatherhead, Tabor, Iowa; Secretary, A. S. Bloedel, Tabor, Iowa; Treasurer, Ira McCormick, Tabor, Iowa; Comptroller or Auditor, E. V. Stopper, Tabor, Iowa; General Manager, R. J. Mawhor, Tabor, Iowa.

UNION PACIFIC RAILROAD

Directors: Oliver Ames, Boston, Mass.; Newcomb Carlton, New York, N. Y.; Robert W. Goelet, New York, N. Y.; Carl R. Gray, Omaha, Neb.; E. Roland Harriman, New York, N. Y.; W. A. Harriman, New York, N. Y.; Marvin Hughitt, Jr., Chicago, Ill.; Robert S. Lovett, New York, N. Y.; Chas. A. Peabody, New York, N. Y.; C. B. Seger, New York, N. Y.; Chas. A. Stone, New York, N. Y.; Frank A. Vanderlip, New York, N. Y.; Paul M. Warburg, New York, N. Y.

General Officers: President, Carl R. Gray, Omaha, Neb.; Vice President in Charge of Operations, E. E. Calvin, Omaha, Neb.; Vice President in Charge of Traffic, H. M. Adams, Omaha, Neb.; Vice President and

General Counsel, Henry W. Clark, New York, N. Y.; Comptroller, F. W. Charske, New York, N. Y.; Secretary, Thomas Price, New York, N. Y.; Treasurer, E. G. Smith, New York, N. Y.; General Manager, W. M. Jeffers, Omaha, Neb.; Freight Traffic Manager, F. W. Robinson, Omaha, Neb.; Passenger Traffic Manager, W. S. Basiner, Omaha, Neb.; General Solicitor, N. H. Loomis, Omaha, Neb.; Valuation and Commerce Counsel, H. A. Scandrett, Omaha, Neb.; General Auditor, G. E. Bissonett, Omaha, Neb.; Auditor, H. A. Roland, Omaha, Neb.; Chief Engineer, R. L. Huntley, Omaha, Neb.; Land Commissioner, J. A. Griffith, Omaha, Neb.

WABASH RAILWAY COMPANY

Directors: Wm. H. Williams, New York, N. Y.; Winslow S. Pierce, New York, N. Y.; Alvin W. Krech, New York, N. Y.; J. Horace Harding, New York, N. Y.; Geo. W. Davison, New York, N. Y.; Robert Goelet, New York, N. Y.; Wm. A. Jamison, New York, N. Y.; J. C. Otteson, New York, N. Y.; Henry K. Pomroy, New York, N. Y.; Leonard Replogle, New York, N. Y.; John N. Willys, New York, N. Y.; Henry Rogers Winthrop, New York, N. Y.; Clinton C. Edgar, Detroit, Mich.; J. E. Taussig, St. Louis, Mo.; T. E. Wilson, Chicago, Ill.

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, W. C. Maxwell, St. Louis, Mo.; Vice President, S. E. Cotter, St. Louis, Mo.; Vice President, N. S. Brown, St. Louis, Mo.; Vice President, L. G. Scott, St. Louis, Mo.; Vice President, H. R. Winthrop, New York, N. Y.; Vice President, J. C. Otteson, New York, N. Y.; Secretary-Treasurer, J. C. Otteson, New York, N. Y.; General Counsel, W. S. Pierce, New York, N. Y.; General Solicitor, N. S. Brown, St. Louis, Mo.; Comptroller, J. W. Newell, St. Louis, Mo.; Auditor, R. E. Berger, St. Louis, Mo.; General Manager, S. E. Cotter, St. Louis, Mo.; Chief Engineer, A. O. Cunningham, St. Louis, Mo.; Mechanical Superintendent, G. F. Hess, Decatur, Ill.; General Superintendent, T. J. Jones, St. Louis, Mo.; General Tax Agent, B. C. Winston, St. Louis, Mo.

OF RAILWAY TERMINAL COMPANIES

DES MOINES TERMINAL COMPANY

Directors: F. C. Hubbell, Des Moines, Iowa; F. M. Hubbell, Des Moines, Iowa; J. W. Hubbell, Des Moines, Iowa; H. D. Thompson, Des Moines, Iowa; F. O. Thompson, Des Moines, Iowa.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, H. D. Thompson, Des Moines, Iowa; Secretary, F. M. Hubbell, Des Moines, Iowa; Treasurer, F. O. Thompson, Des Moines, Iowa; General Auditor, J. C. Mobley, Des Moines, Iowa.

DES MOINES UNION RAILWAY

Directors: J. E. Taussig, St. Louis, Mo.; N. S. Brown, St. Louis, Mo.; S. E. Cotter, St. Louis, Mo.; J. W. Howell, Des Moines, Iowa; J. A. Cavanaugh, Des Moines, Iowa; B. F. Van Vliet, Des Moines, Iowa; J. N. Hughes, Des Moines, Iowa; B. B. Greer, Chicago, Ill.

General Officers: President, J. E. Taussig, St. Louis, Mo.; Vice President, B. B. Greer, Chicago, Ill.; Secretary, T. S. Ford, Des Moines, Iowa; Treasurer, G. C. Williams, Des Moines, Iowa; General Attorney, John N. Hughes, Des Moines, Iowa; Auditor, T. S. Ford, Des Moines, Iowa; General Manager, J. A. Wagner, Des Moines, Iowa; Chief Engineer, A. L. Morgan, Des Moines, Iowa; Mechanical Superintendent, R. H. Kautzky, Des Moines, Iowa.

DES MOINES WESTERN RAILWAY

Directors: F. M. Hubbell, Des Moines, Iowa; H. D. Thompson, Des Moines, Iowa; F. O. Thompson, Des Moines, Iowa; O. P. Thompson, Des Moines, Iowa; J. W. Hubbell, Des Moines, Iowa.

General Officers: President, F. M. Hubbell, Des Moines, Iowa; Vice President, O. P. Thompson, Des Moines, Iowa; Assistant Secretary, J. W. Hubbell, Des Moines, Iowa; Assistant Treasurer, F. O. Thompson, Des Moines, Iowa; Secretary-Treasurer, H. D. Thompson, Des Moines, Iowa; General Auditor, J. C. Mobley, Des Moines, Iowa.

IOWA TRANSFER RAILWAY COMPANY

Directors: J. G. Gamble, Des Moines, Iowa; F. C. Hubbell, Des Moines, Iowa; F. H. Ustick, Burlington, Iowa; J. A. Wagner, Des Moines, Iowa; D. Coughlin, Des Moines, Iowa; C. L. Hinkle, Chicago, Illinois.

General Officers: President, F. C. Hubbell, Des Moines, Iowa; Vice President, F. H. Ustick, Burlington, Iowa; Secretary-Treasurer, J. A. Wagner, Des Moines, Iowa; General Solicitor, J. G. Gamble, Des Moines, Iowa; Auditor, T. S. Ford, Des Moines, Iowa; General Manager, J. A. Wagner, Des Moines, Iowa.

SIOUX CITY TERMINAL RAILWAY.

Directors: F. L. Eaton, Sioux City, Iowa; L. F. Swift, Chicago, Illinois; Wm. Milchrist, Sioux City, Iowa; F. F. Silknitter, Sioux City, Iowa.

General Officers: President, F. L. Eaton, Sioux City, Iowa; Vice President, Wm. Milchrist, Sioux City, Iowa; Secretary, G. F. Silknitter, Sioux City, Iowa; Treasurer, A. G. Sam, Sioux City, Iowa; General Superintendent, C. F. Morrison, Sioux City, Iowa.

OF RAILWAY BRIDGE COMPANIES.

DUNLEITH & DUBUQUE BRIDGE COMPANY

Directors: C. H. Markham, Chicago, Illinois; C. M. Kittle, Chicago, Illinois; M. P. Blauvelt, Chicago, Illinois; W. S. Horton, Chicago, Ill; Burt A. Beck, Chicago, Illinois.

General Officers: President, C. H. Markham, Chicago, Illinois; Vice President, C. M. Kittle, Chicago, Illinois; Vice President, L. W. Baldwin, Chicago, Illinois; Vice President, F. B. Bowes, Chicago, Illinois; Vice President, M. P. Blauvelt, Chicago, Illinois; Secretary, Miss F. E. Couch, Dubuque, Iowa; Treasurer, Otto F. Nan, Chicago, Illinois; Comptroller, G. J. Bunting, Chicago, Illinois.

KEOKUK AND HAMILTON BRIDGE CO.

Directors: Theodore Gilman, New York, N. Y.; Willard A. Mitchell, New York, N. Y.; Theodore F. Hicks, New York, N. Y.; Edward C. Osborn, New York, N. Y.; David Paton, New York, N. Y.; James F. Secor, New York, N. Y.; Joseph J. Asch, Norwalk, Conn.; Theodore Gilman, Jr., New York, N. Y.

General Officers: President, Theodore Gilman, New York, N. Y.; Vice President, Willard A. Mitchell, New York, N. Y.; Secretary-Treasurer, Theodore Gilman, Jr., New York, N. Y.; General Superintendent, J. H. Cole, Keokuk, Iowa.

OMAHA BRIDGE & TERMINAL

Directors: C. H. Markham, Chicago, Illinois; C. M. Kittle, Chicago, Illinois; M. P. Blauvelt, Chicago, Illinois; F. B. Bowes, Chicago, Illinois; L. W. Baldwin, Chicago, Illinois; W. S. Horton, Chicago, Illinois; Burt A. Beck, Chicago, Illinois.

General Officers: President, C. H. Markham, Chicago, Illinois; Vice President, C. M. Kittle, Chicago, Illinois; Secretary, J. R. Webster, Omaha, Nebraska; Treasurer, Otto F. Nan, Chicago, Illinois; Comptroller, G. J. Bunting, Chicago, Illinois.

SIOUX CITY BRIDGE COMPANY

Directors: Marvin Hughitt, Chicago, Illinois; William H. Finley, Chicago, Illinois; David P. Kimball, Boston, Mass.; Arthur W. Trenholm, St. Paul, Minnesota; Marvin Hughitt, Jr., Chicago, Illinois; Josiah F. Cleveland, Chicago, Illinois; John D. Caldwell, Chicago, Illinois.

General Officers: President, Wm. H. Finley, Chicago, Illinois; Vice President, Arthur W. Trenholm, St. Paul, Minnesota; Assistant Secretary, E. F. Brown, Buxton, Iowa; Assistant Treasurer, Frederick Mates, Chicago, Illinois; Secretary, John D. Caldwell, Chicago, Illinois; Treasurer, Arthur B. Jones, Chicago, Illinois; General Counsel, James B. Sheean, Chicago, Illinois; Comptroller, Lewis A. Robinson, Chicago, Illinois.

OF ELECTRIC INTERURBAN RAILWAY COMPANIES.

ALBIA LIGHT & RAILWAY COMPANY

Directors: J. Ross Lee, Davenport, Iowa; Harold Phoenix, Davenport, Iowa; H. R. Bechtel, Davenport, Iowa.

General Officers: President, J. Ross Lee, Davenport, Iowa; Vice President, Harold Phoenix, Davenport, Iowa; Secretary, H. R. Bechtel, Davenport, Iowa; General Manager, Bert C. Dunkin, Albia, Iowa; Chief Engineer, Joe Doyle, Albia, Iowa; General Superintendent, P. E. Jeffers, Albia, Iowa.

CEDAR RAPIDS & MARION CITY RAILWAY

Directors: Glenn M. Averill, Cedar Rapids, Iowa; Frank T. Hulswit, Grand Rapids, Mich.; Richard Schaddelee, Grand Rapids, Mich.; B. J. Denman, Davenport, Iowa; E. G. Armstrong, Cedar Rapids, Iowa; Belden Hill, Cedar Rapids, Iowa; E. C. Allen, Cedar Rapids, Iowa.

General Officers: Glenn M. Averill, President, Cedar Rapids, Iowa; Vice President, Richard Schaddelee, Grand Rapids, Michigan; Vice President, B. J. Denman, Davenport, Iowa; Secretary, E. C. Allen, Cedar Rapids, Iowa; Treasurer, L. H. Heinke, Grand Rapids, Michigan; General Counsel, Barnes, Chamberlain and Hanzlik, Cedar Rapids, Iowa; General Auditor, C. Fred Meyer, Cedar Rapids, Iowa; General Manager, E. C. Allen, Cedar Rapids, Iowa; Mechanical Superintendent, Fred M. Ford, Cedar Rapids, Iowa; Transportation Superintendent, J. E. Kintz, Cedar Rapids, Iowa.

CHARLES CITY WESTERN RAILWAY.

Directors: E. M. Sherman, Charles City, Iowa; N. Frudden, Charles City, Iowa; F. W. Fisher, Charles City, Iowa; A. O. Ruste, Charles City, Iowa; W. H. Fairbanks, Charles City, Iowa; C. D. Ellis, Charles City, Iowa; F. E. Gates, Marble Rock, Iowa.

General Officers: President, E. M. Sherman, Charles City, Iowa; Vice President, F. E. Gates, Marble Rock, Iowa; Secretary, C. H. Parr, Charles City, Iowa; Treasurer, M. W. Ellis, Charles City, Iowa; General Manager, J. F. Christiansen, Charles City, Iowa.

CLINTON, DAVENPORT & MUSCATINE RAILWAY

Directors: B. J. Denman, Davenport, Iowa; J. G. Huntoon, Davenport, Iowa; H. E. Littig, Davenport, Iowa; H. E. Weeks, Davenport, Iowa; C. G. Anderson, Davenport, Iowa.

General Officers: President, B. J. Denman, Davenport, Iowa; Vice President, J. G. Huntoon, Davenport, Iowa; Vice President, H. E. Weeks, Davenport, Iowa; General Manager, C. G. Anderson, Davenport, Iowa.

COLFAX NORTHERN RAILWAY COMPANY

Directors: James P. Donahue, Colfax, Iowa; E. S. H. Donahue, Colfax, Iowa; Dick R. Lane, Davenport, Iowa.

General Officers: President, James P. Donahue, Colfax, Iowa; Vice President, E. S. H. Donahue, Colfax, Iowa; Secretary, E. S. H. Donahue, Colfax, Iowa; Treasurer, James P. Donahue, Colfax, Iowa.

FORT DODGE, DES MOINES & SOUTHERN R. R. CO.

Directors: Homer Loring, Boston, Mass.; C. Sidney Shepard, New Haven, New York; Parley Sheldon, Ames, Iowa; J. J. Bodell, Providence, R. I.; C. H. Crooks, Boone, Iowa.

General Officers: President, C. H. Crooks, Boone, Iowa; Secretary-Treasurer, F. M. Johnston, Boone, Iowa; General Counsel, S. R. Dyer, Boone, Iowa; Auditor, F. M. Johnston, Boone, Iowa; General Manager, C. H. Crooks, Boone, Iowa; Chief Engineer, R. L. Cooper, Boone, Iowa; Mechanical Superintendent, John Duncan, Boone, Iowa; Superintendent, C. M. Kelley, Boone, Iowa.

DES MOINES & CENTRAL IOWA RAILROAD

Directors: A. W. Harris, Chicago, Illinois; M. H. MacLean, Chicago, Illinois; O. H. Bernd, Des Moines, Iowa; Homer A. Miller, Des Moines,

Iowa; F. C. Chambers, Des Moines, Iowa; W. H. McHenry, Des Moines, Iowa; F. M. Harris, Des Moines, Iowa.

General Officers: President, F. C. Chambers, Des Moines, Iowa; Vice President, M. H. MacLean, Chicago, Illinois; Vice President, W. H. McHenry, Des Moines, Iowa; Assistant Treasurer, E. B. Bieghler, Des Moines, Iowa; Secretary, O. H. Bernd, Des Moines, Iowa; Treasurer, F. M. Harris, Des Moines, Iowa; General Counsel, W. H. McHenry, Des Moines, Iowa; General Auditor, O. H. Bernd, Des Moines, Iowa; General Manager, C. M. Cheney, Des Moines, Iowa; Chief Engineer, W. L. Wilson, Des Moines, Iowa; Superintendent, C. T. Baker, Des Moines, Iowa.

IOWA RAILWAY AND LIGHT COMPANY

Directors: William G. Dows, Cedar Rapids, Iowa; Isaac B. Smith, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; C. S. Woodward, Cedar Rapids, Iowa; Eugene M. Pinney, Cedar Rapids, Iowa; M. W. Houser, Cedar Rapids, Iowa; Lumir Severa, Cedar Rapids, Iowa; R. S. Cook, Cedar Rapids, Iowa; Robert I. Safely, Cedar Rapids, Iowa; Dr. W. J. Morrison, Cedar Rapids, Iowa; Sutherland C. Dows, Cedar Rapids, Iowa; Benjamin W. Thaw, Pittsburgh, Pa.

General Officers: President, Wm. G. Dows, Cedar Rapids, Iowa; Vice President, Isaac B. Smith, Cedar Rapids, Iowa; Vice President, John A. Reed, Cedar Rapids, Iowa; Secretary, C. S. Woodward, Cedar Rapids, Iowa; Treasurer, Isaac B. Smith, Cedar Rapids, Iowa; General Counsel, John A. Reed, Cedar Rapids, Iowa; General Auditor, Car B. Meyers, Cedar Rapids, Iowa; General Manager, Sutherland Dows, Cedar Rapids, Iowa; Chief Engineer, J. D. Wardle, Cedar Rapids, Iowa.

IOWA SOUTHERN UTILITIES COMPANY

Directors: David G. Fisher, Davenport, Iowa; Ray Nyemaster, Davenport, Iowa; H. R. Bechtel, Davenport, Iowa; E. F. Bulmahn, Centerville, Iowa; Frank S. Payne, Centerville, Iowa.

General Officers: President, David G. Fisher, Davenport, Iowa; Vice President, Ray Nyemaster, Davenport, Iowa; Secretary, H. R. Bechtel, Davenport, Iowa; Treasurer, E. F. Bulmahn, Centerville, Iowa; General Auditor, Edward L. Shutts, Centerville, Iowa; General Manager, E. F. Bulmahn, Centerville, Iowa; General Superintendent, H. W. Deininger, Centerville, Iowa.

MASON CITY & CLEAR LAKE RAILROAD

Directors: W. E. Brice, Mason City, Iowa; C. H. McNider, Mason City, Iowa; F. J. Hanlon, Mason City, Iowa; L. H. Heinke, Grand Rapids, Michigan; R. Schaddelee, Grand Rapids, Michigan; F. K. George, Grand Rapids, Michigan.

General Officers: President, R. Schaddelee, Grand Rapids, Michigan; Vice President, W. E. Brice, Mason City, Iowa; Vice President, C. H. McNider, Mason City, Iowa; Secretary, F. J. Hanlon, Mason City, Iowa; Treasurer, L. H. Heinke, Grand Rapids, Michigan; General Counsel, Earl Smith, Mason City, Iowa; General Auditor, F. E. Wells, Mason City, Iowa; General Manager, F. J. Hanlon, Mason City, Iowa; Mechanical Superintendent, F. M. Graham, Mason City, Iowa; General Superintendent, J. H. Siesseger, Mason City, Iowa.

OSKALOOSA & BUXTON ELECTRIC RAILWAY

Directors: W. B. McKinley, Champaign, Illinois; Geo. M. Mattis, Champaign, Illinois; M. G. Linn, Des Moines, Iowa; E. A. Macnutt, Montreal, Canada; J. A. Ewing, Montreal, Canada.

General Officers: President, W. B. McKinley, Champaign, Illinois; Vice President, Geo. M. Mattis, Champaign, Illinois; Asst. Treas., Geo. R. McComb, Champaign, Illinois; Secretary, M. G. Linn, Des Moines, Iowa; Treasurer, Geo. M. Mattis, Champaign, Illinois; Comptroller, J. M. C. Horn, Champaign, Illinois; General Auditor, B. E. Bramble, Champaign, Illinois.

OSKALOOSA TRACTION & LIGHT COMPANY

Directors: W. B. McKinley, Champaign, Illinois; Geo. M. Mattis, Champaign, Illinois; E. A. Macnutt, Montreal, Canada; M. G. Linn, Des Moines, Iowa; J. A. Ewing, Montreal, Canada.

General Officers: President, Wm. B. McKinley, Champaign, Illinois; Vice President, Geo. M. Mattis, Champaign, Illinois; Asst. Treasurer, Geo. R. McComb, Champaign, Illinois; Secretary, E. A. Macnutt, Montreal, Canada; Treasurer, Geo. M. Mattis, Champaign, Illinois; General Counsel, G. W. Burton, Peoria, Illinois; Comptroller, J. M. C. Horn, Champaign, Illinois; General Auditor, B. E. Bramble, Champaign, Illinois; General Manager, H. E. Chubbuck, Peoria, Illinois; General Superintendent, J. H. Porter, Oskaloosa, Iowa.

TAMA & TOLEDO RAILWAY COMPANY

Directors: William G. Dows, Cedar Rapids, Iowa; Isaac B. Smith, Cedar Rapids, Iowa; Sutherland C. Dows, Cedar Rapids, Iowa; John A. Reed, Cedar Rapids, Iowa; J. P. Walters, Toledo, Iowa; G. H. Struble, Toledo, Iowa; F. L. Whitford, Toledo, Iowa.

General Officers: President, Wm. G. Dows, Cedar Rapids, Iowa; Vice President, Isaac B. Smith, Cedar Rapids, Iowa; Secretary-Treasurer, C. S. Woodward, Cedar Rapids, Iowa; General Solicitor, John A. Reed, Cedar Rapids, Iowa; General Auditor, Carl B. Meyers, Cedar Rapids, Iowa; General Manager, J. P. Walters, Toledo, Iowa; Chief Engineer, J. D. Wardle, Cedar Rapids, Iowa.

WATERLOO, CEDAR FALLS & NORTHERN RY. CO.

Directors: L. S. Cass, Waterloo, Iowa; J. F. Cass, Waterloo, Iowa; C. D. Cass, Waterloo, Iowa; W. H. Burk, Waterloo, Iowa.

General Officers: President, L. S. Cass, Waterloo, Iowa; Vice President, J. F. Cass, Waterloo, Iowa; Secretary-Treasurer, W. H. Burk, Waterloo, Iowa; General Counsel, C. E. Pickett, Waterloo, Iowa; General Auditor, W. H. Burk, Waterloo, Iowa; General Manager, C. D. Cass, Waterloo, Iowa; Chief Engineer, T. E. Rust, Waterloo, Iowa.

AMERICAN RAILWAY EXPRESS COMPANY

Directors: J. S. Alexander, New York City; W. M. Barrett, New York City; H. W. DeForest, New York City; J. H. Harding, New York City; Charles Hayden, New York City; C. A. Peabody, New York City; J. G. Milburn, New York City; Charles G. Norton, New York City; Mortimer L. Schiff, New York City; G. C. Taylor, New York City; A. H. Wiggin, New York City. One vacancy on the board of directors exists as of December 31.

Principal Officers: President, George C. Taylor, New York City; Vice President in Charge of Operations, R. E. M. Cowie, New York City; Vice President in Charge of Operations, E. A. Stedman, Chicago, Illinois; Vice President in Charge of Operations, C. D. Summy, St. Louis, Mo.; Vice President in Charge of Operations, Wm. G. Smith, Atlanta, Ga.; Vice President in Charge of Operations, A. Christeson, San Francisco, Cal.; Vice President in charge of Traffic, D. S. Elliott, New York City; Vice President in charge of Accounts, Chas. A. Lutz, New York City; Secretary, F. P. Small, New York City; Vice President and Treasurer, F. S. Holbrook, New York City; General Counsel, H. S. Marx, New York City; General Auditor, S. M. Baker, Chattanooga, Tenn.; General Auditor, Richard Burr, Chicago, Ill.; General Auditor, J. F. Brizzie, Philadelphia, Pa.; General Auditor, H. D. Freeman, New York City.

STATISTICS

OF

Steam Railway Companies

For Year Ended December 31, 1922

STATISTICS OF STEAM RAILWAY COMPANIES

In the following tables all names indented are of lessor companies, with the exception of the Chicago, St. Paul, Minneapolis & Omaha Railway Company which is controlled by the Chicago & North Western Railway Company through the ownership of 50.04 per cent of the stock.

TABLE 1—CAPITAL STOCK

PART 1—PAR VALUE AUTHORIZED AND OUTSTANDING AT CLOSE OF YEAR

Number	Railway Companies	Par Value of Amount Authorized		Total Par Value Outstanding at Close of Year		Total Par Value Nominally Issued and Nominally Outstanding at Close of Year —in Treasury and Other Funds		Total Par Value Actually Outstanding at Close of Year	
		Common	Preferred	Common	Preferred	Common	Preferred	Common	Preferred
1	Atchison, Topeka & Santa Fe Railway	$ 250,000,000	$124,199,500	$ 227,097,000	$124,199,500	$ 44,500.00	$ 25,800	$ 227,052,500.00	$124,173,700
2	Atlantic Northern Railway	150,000		111,225				111,225.00	
3	Chicago, Burlington & Quincy Railroad	170,839,100		170,839,100				170,839,100.00	
4	Chicago Great Western Railroad	46,000,000	50,000,000	45,246,913	44,137,402	36,400.00	210,800	45,210,513.00	43,926,602
5	Mason City & Ft. Dodge Railroad	20,000,000	14,000,000	19,205,400	13,635,752			19,205,400.00	13,635,752
6	Chicago, Milwaukee & St. Paul Railway	233,725,100	116,274,900	117,411,300	116,274,900	5,300.00	429,100	117,406,000.00	115,845,800
7	Chicago & North Western Railway	145,152,500	*22,420,000	145,152,500	*22,420,000			145,152,500.00	*22,420,000
8	Chicago, St. Paul, Minn. & Omaha Ry.	18,559,000	11,259,900	18,556,700	11,259,300			18,556,700.00	11,259,300
9	Chicago, Rock Island & Pacific Railway	75,000,000	65,000,000	75,000,000	54,556,489	640,277.50		74,359,722.50	54,556,489
10	St. Paul & Kansas City Short Line R. R.	50,000		50,000				50,000.00	
11	Colfax Northern Railway	10,000		10,000				10,000.00	
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & Northwestern Ry.	3,000,000		3,000,000				3,000,000.00	
15	Great Northern Railway	20,000,000	250,000,000		249,478,250		1,100		249,477,150
16	Illinois Central Railroad	120,225,600	10,929,600	109,502,800	10,713,700	133.33		109,502,666.67	10,713,700
17	Dubuque & Sioux City Railroad	15,000,000		11,759,500				11,759,500.00	
18	Manchester & Oneida Railway	100,000		62,745				62,745.00	
19	Minneapolis & St. Louis Railroad	26,000,000		25,792,600		824,888.80		24,967,711.20	
20	Muscatine, Burlington & Southern Railroad	450,000	300,000	450,000	300,000			450,000.00	300,000
21	Tabor & Northern Railway	120,000		32,200				32,200.00	
22	Union Pacific Railroad	296,178,700	200,000,000	222,291,600	99,543,500			222,291,600.00	99,543,500
23	Wabash Railway	67,368,200	76,091,800	63,642,925	74,850,042	115,661.00	256,607	63,527,264.00	74,593,435
	Total	$1,597,928,200	$940,475,700	$1,253,214,508	$821,368,835	$1,667,160.63	$ 923,407	$1,253,547,347.37	$820,445,428

*$25,000.00 Special Preferred included.

TABLE 1—CAPITAL STOCK—Continued

PART 2—STOCK REACQUIRED AND DIVIDENDS DECLARED

Number	Railway Companies	Par value of amount nominally but not actually issued to close of year		Par value of total amount reacquired after actual issue and held alive		Rate per cent of dividend declared during year			Par value of amount on which dividend was declared		Distribution of charge	
		Common	Preferred	Common	Preferred	Common	Preferred		Common	Preferred	To Income	To Profit and Loss
1	Atchison, Topeka & Santa Fe Railway	$ 44,500.00	$ 25,800			6.	5.		$226,761,000	$124,173,700	$19,814,345.00	
2	Atlantic Northern Railway	38,775.00										
3	Chicago, Burlington & Quincy Railroad					10.			170,837,000		17,083,700.00	
4	Chicago Great Western Railroad	36,400.00	39,500		171,300							
5	Mason City & Ft. Dodge Railroad											
6	Chicago, Milwaukee & St. Paul Railway		343,000	$ 5,300.00	86,100							
7	Chicago & North Western Railway					5.	7.		145,152,500	22,395,000	8,825,275.00	
8	Chi., St. Paul, Minn. & Omaha Ry.					5.	7.		18,556,700	11,259,300	1,715,986.00	
9	Chicago, Rock Island & Pacific Railway	122,800.00		517,477.50			7.	6.		54,556,400	3,567,335.00	
10	St. P. & K. C. Short Line R. R.											
11	Colfax Northern Railway											
12	Thomas W. Griggs R. R. Property											
13	Colfax Consolidated Coal											
14	Davenport, Rock Island & N. W. Ry.											
15	Great Northern Railway		1,100				5.25			249,471,650	13,097,264.25	
16	Illinois Central Railroad			133.33		7.	4.10		109,400,125	10,772,625		8,099,696.25
17	Dubuque & Sioux City Railroad											
18	Manchester & Oneida Railway											
19	Minneapolis & St. Louis Railroad	824,888.80										
20	Muscatine, Burlington & Southern R. R.											
21	Tabor & Northern Railway											
22	Union Pacific Railroad					10.	4.		222,291,600	99,543,500	26,210,900.00	
23	Wabash Railway			115,661.00	256,607							
	Total	$1,067,363.80	$409,400	$638,571.83	$514,007				$892,098,925	$572,172,175	$90,314,805.25	$8,099,696.25

TABLE 1—CAPITAL STOCK—Continued

PART 3—CAPITAL STOCK ISSUED DURING YEAR—AND MORTGAGE BONDS—TABLE 2—PART 1.

Number	Railway Companies	Stock Actually Issued During Year				Part 1—Unmatured Funded Debt—Mortgage Bonds			
		Par value		Cash value of other property acquired or services received as consideration for issue		Par value of indebtedness authorized	Total par value outstanding at close of year	Total par value nominally issued and nominally outstanding at close of year	
		Common	Preferred	Common	Preferred			In Treasury	Pledged as Collateral
1	Atchison, Topeka & Santa Fe Railway	$1,655,000		$1,655,000		$ 225,357,500	$ 218,075,303.00	$ 1,942,599.00	
2	Atlantic Northern Railway								
3	Chicago, Burlington & Quincy Railroad					219,561,000	209,504,000.00	11,556,000.00	
4	Chicago Great Western Railroad					81,732,000	44,694,000.00	5,067,000.00	13,738,000
5	Mason City & Ft. Dodge Railroad					12,000,000	12,000,000.00		
6	Chicago, Milwaukee & St. Paul Railway					[b]702,081,650	504,636,154.66	78,428,358.24	81,829,000
7	Chicago & North Western Railway					226,448,000	226,448,000.00	4,463,000.00	66,992,000
8	Chicago, St. Paul, Minn. & Omaha Ry.					30,472,000	30,186,000.00		
9	Chicago, Rock Island & Pacific Railway					263,750,000	227,201,000.00	28,574,000.00	25,005,000
10	St. Paul & Kansas City Short Line R. R.					30,000,000	13,329,396.00		
11	Colfax Northern Railway								
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & Northwestern Ry.								
15	Great Northern Railway					905,548,989	361,009,909.00	22,815,000.00	53,335,398
16	Illinois Central Railroad	208,300	$ 10,929,600	208,300	$ 10,929,600	335,285,000	197,865,140.00	9,439,100.00	38,681,000
17	Dubuque & Sioux City Railroad					3,930,000	3,930,000.00		
18	Manchester & Oneida Railway					128,448	65,000.00		
19	Minneapolis & St. Louis Railroad					146,822,000	46,339,094.91	822,044.12	4,077,000
20	Muscatine, Burlington & Southern Railroad					750,000	750,000.00	232,200.00	
21	Tabor & Northern Railway					50,000	50,000.00		
22	Union Pacific Railroad					300,000,000	199,330,880.00	33,498,000.00	
23	Wabash Railway	1,179,800	1,179,800	1,179,800	1,179,800	70,200,000	62,310,909.00	53,000.00	
	Total	$3,043,100	$ 12,109,400	$3,043,100	$ 12,109,400	$3,614,116,587	$2,357,724,785.57	$196,890,301.36	$283,657,398

[b]Additional Authorization—Chicago and Missouri River Division Bonds—The mortgage securing this issue limits the issuance of bonds to the extent of $20,000.00 per mile of completed railway, and in addition thereto, a sum not exceeding $600,000.00 for a bridge and approaches across the Missouri river at or near Chamberlain, South Dakota. Additional bonds may be issued when properly certified for rolling stock in excess of mortgage requirements per mile of completed railway.

General and Refunding Mortgage Bonds—The aggregate principal amount of bonds which at anytime may be issued and outstanding under this indenture, is limited to an amount which, together with the other funded debt of the railway company in respect to which bonds to be issued under this indenture are or must be set aside and reserved, shall not exceed three times the par value of the then outstanding capital stock of the railway company or of a successor corporation.

TABLE 2—UNMATURED FUNDED DEBT

PART 2—MORTGAGE BONDS—Continued.

Number	Railway Companies	Total par value nominally issued and nominally outstanding at close of year: In Sinking or other Funds	Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value reacquired after actual issue and held alive at close of year
1	Atchison, Topeka & Santa Fe Railway		$ 216,132,703.60	$ 8,856,433.72	$ 8,854,094.90	$ 1,928,000.00	$ 14,509.50
2	Atlantic Northern Railway						
3	Chicago, Burlington & Quincy Railroad		197,948,000.00	7,803,106.66	7,222,062.50	9,873,000.00	1,683,000.00
4	Chicago Great Western Railroad		25,889,000.00	1,065,220.00	1,039,240.00	12,346,500.00	6,458,500.00
5	Mason City & Ft. Dodge Railroad		12,000,000.00	440,000.00			
6	Chicago, Milwaukee & St. Paul Railway	$3,156,416.02	341,222,380.40	14,679,193.65	14,827,907.09	161,390,074.26	2,023,700.00
7	Chicago & North Western Railway		154,993,000.00	6,573,861.24	6,556,479.58	71,416,000.00	39,000.00
8	Chicago, St. Paul, Minn. & Omaha Ry		39,186,000.00	1,702,810.00	1,700,017.50		
9	Chicago, Rock Island & Pacific Railway		173,622,000.00	6,901,930.00	6,858,380.00	53,578,000.00	1,000.00
10	St. Paul & Kansas City Short Line R. R.		13,229,395.00	443,208.45	439,709.02		
11	Colfax Northern Railway						
12	Thomas W. Griggs R. R. Property						
13	Colfax Consolidated Coal						
14	Davenport, Rock Island & Northwestern Ry		284,859,515.16	15,731,983.48	14,819,003.87	72,860,000.00	3,290,393.00
15	Great Northern Railroad		149,745,040.00	5,878,730.80	5,877,216.49	48,084,100.00	36,000.00
16	Illinois Central Railroad		3,930,000.00	196,500.00	196,500.00		
17	Dubuque & Sioux City Railroad		65,000.00				
18	Manchester & Oneida Railway		41,440,050.79	1,856,280.00	1,859,637.50	4,899,000.00	44.12
19	Minneapolis & St. Louis Railroad		517,800.00	31,068.00		232,200.00	
20	Muscatine, Burlington & Southern Railroad		43,000.00	2,150.00	2,150.00		
21	Tabor & Northern Railway		165,822,880.00	6,633,057.57	6,647,580.98	33,498,000.00	
22	Union Pacific Railroad		62,257,900.00	2,964,244.72	2,960,653.47		53,000.00
23	Wabash Railway						
	Total	$3,156,416.02	$1,874,013,673.95	$81,759,778.29	$79,860,632.90	$470,104,874.26	$13,599,236.62

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 3—COLLATERAL TRUST BONDS.

Number	Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total par value nominally issued and nominally outstanding at close of year in treasury	Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value reacquired after actual issue and held alive at close of year
1	Atchison, Topeka & Santa Fe Railway								
2	Atlantic Northern Railway								
3	Chicago, Burlington & Quincy Railroad	7,908,000				$ 34.34	$ 306.00		
4	Chicago Great Western Railroad	3,155,373	$ 3,155,373		$ 3,155,373	143,696.35	132,322.28		
5	Mason City & Ft. Dodge Railroad								
6	Chicago, Milwaukee & St. Paul Railway								
7	Chicago & North Western Railway	58,526,000	58,526,000	$365,000	58,161,000	3,294,615.98	3,303,224.72		365,000
8	Chicago, St. Paul, Minn. & Omaha Ry								
9	Chicago, Rock Island & Pacific Railway	17,862,000	17,862,000		17,862,000	856,925.48	696,925.48		
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Railway								
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & Northwestern Ry								
15	Great Northern Railway								
16	Illinois Central Railroad	76,792,000	76,114,000	71,000	76,043,000	3,546,499.44	3,552,595.74	$ 71,000	
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway								
19	Minneapolis & St. Louis Railroad	1,382,000	1,382,000		1,382,000	82,920.00	82,920.00		
20	Muscatine, Burlington & Southern Railroad								
21	Tabor & Northern Railway								
22	Union Pacific Railroad	20,000,000	20,000,000		20,000,000	1,200,000.00	1,200,000.00		
23	Wabash Railway								
	Total	$185,685,373	$177,039,373	$436,000	$176,603,373	$9,124,691.59	$8,968,294.32	$ 71,000	$365,000

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 4—INCOME BONDS.

Number	Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total Par value Nominally Issued and Nominally Outstanding at Close of Year: In treasury	Total Par value Nominally Issued and Nominally Outstanding at Close of Year: Pledged as collateral	Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value reacquired after actual issue and held alive at close of year
1	Atchison, Topeka & Santa Fe Railway	$51,728,000	$51,728,000	$ 382,000		$51,346,000	$2,053,840	$2,041,530	$382,000	
2	Atlantic Northern Railway									
3	Chicago, Burlington & Quincy Railroad									
4	Chicago Great Western Railroad									
5	Mason City & Ft. Dodge Railroad									
6	Chicago, Milwaukee & St. Paul Railway									
7	Chicago & North Western Railway									
8	Chicago, St. Paul, Minn. & Omaha Ry									
9	Chicago, Rock Island & Pacific Railway									
10	St. Paul & Kansas City Short Line R. R.									
11	Colfax Northern Railway									
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Davenport, Rock Island & Northwestern Ry									
15	Great Northern Railway									
16	Illinois Central Railroad	122,000	122,000		$ 116,000	6,000				$ 116,000
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway									
19	Minneapolis & St. Louis Railroad									
20	Muscatine, Burlington & Southern Railroad									
21	Tabor & Northern Railway									
22	Union Pacific Railroad									
23	Wabash Railway	26,500,000	1,248,450	1,036,924		211,526	12,600	11,400		1,036,924
	Total	$78,350,000	$53,098,450	$ 1,418,924	$ 116,000	$51,563,526	$2,066,440	$2,052,930	$382,000	$1,152,924

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 5—MISCELLANEOUS OBLIGATIONS.

Number	Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year: In treasury	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year: Pledged as collateral	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year: In sinking or other funds	Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value reacquired after actual issue and held at close of year
1	Atchison, Topeka & Santa Fe Railway	$128,397,000.00	$ 13,869,820.00	$ 1,130			$ 13,868,690.00	$ 554,680.00	$ 548,280.00		$ 1,130
2	Atlantic Northern Railway										
3	Chicago, Burlington & Quincy Railroad										
4	Chicago Great Western Railroad										
5	Mason City & Ft. Dodge Railroad										
6	Chicago, Milwaukee & St. Paul Railway	45,000,000.00	45,000,000.00				45,000,000.00	2,703,400.00	2,710,200.00		
7	Chicago & North Western Railway	8,171,000.00	8,171,000.00	288,000			7,883,000.00	401,123.20	404,414.86		288,000
8	Chi., St. Paul, Minn. & Omaha Ry	13,900,000.00	13,900,000.00				13,900,000.00	634,250.00	588,400.00		
9	Chicago, Rock Island & Pacific Railway										
10	St. P. & K. C. Short Line R. R.										
11	Colfax Northern Railway										
12	Thomas W. Griggs R. R. Property										
13	Colfax Consolidated Coal										
14	Davenport, Rock Island & N. W. Ry										
15	Great Northern Railway	2,010,000.00	1,742,000.00				1,742,000.00	111,220.00	112,560.00		
16	Illinois Central Railroad	10,000,000.00	9,989,700.00				9,989,700.00				
17	Dubuque & Sioux City Railroad	5,868,074.76	4,093,074.76				4,093,074.76	163,722.96	163,722.96		
18	Manchester & Oneida Railway										
19	Minneapolis & St. Louis Railroad										
20	Muscatine, Burlington & Southern R. R.	100,000.00	100,000.00	47,900			52,100.00	3,126.00		$ 47,900	
21	Tabor & Northern Railway										
22	Union Pacific Railroad	75,000,000.00	26,835,225.00				26,835,225.00	1,073,409.00	1,078,820.00		
23	Wabash Railway	1,500,000.00	1,500,000.00				1,500,000.00	37,726.04	7,613.84		
	Total	$289,946,074.76	$125,200,819.76	$337,030			$124,863,789.76	$5,682,657.20	$5,614,041.66	$ 47,900	$289,130

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 6—EQUIPMENT OBLIGATIONS.

Number	Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year: In treasury	In sinking or other funds	Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest accrued during year charged to construction	Amount of interest paid during year	Total par value nominally but not actually issued
1	Atchison, Topeka & Santa Fe Railway		$ 6,375,200.00			$ 6,375,200.00	$ 383,738.00		$ 397,224.00	
2	Atlantic Northern Railway									
3	Chicago, Burlington & Quincy Railroad	$ 6,060,000.00	5,252,000.00			5,252,000.00	316,130.00		327,810.00	
4	Chicago Great Western Railroad	1,470,773.20	1,470,773.20			1,470,773.20	33,960.50		35,154.00	
5	Mason City & Ft. Dodge Railroad									
6	Chicago, Milwaukee & St. Paul Railway	24,529,500.00	22,326,500.00			22,326,500.00	944,257.68	$ 85,630.92	844,893.35	
7	Chicago & North Western Railway	26,253,700.00	26,253,700.00	$11,774,000		14,479,700.00	889,939.50		889,939.50	$11,774,000
8	Chi., St. Paul, Minn. & Omaha Ry.	4,212,000.00	3,348,400.00			3,348,400.00	221,454.33		226,408.00	
9	Chicago, Rock Island & Pacific Railway	34,951,639.00	17,348,306.00			17,348,305.98	695,131.74		740,731.74	
10	St. P. & K. C. Short Line R. R.									
11	Colfax Northern Railway									
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Davenport, Rock Island & N. W. Ry.									
15	Great Northern Railway	4,900,500.00	4,327,900.00			4,327,900.00	263,419.75		265,931.66	
16	Illinois Central Railroad	59,566,700.00	37,370,305.00	140,000		37,230,305.00	1,915,372.37		1,823,940.66	140,000
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway									
19	Minneapolis & St. Louis Railroad	5,866,250.00	4,011,564.00			4,011,564.00	152,345.53		161,472.18	
20	Muscatine, Burlington & Southern R. R.									
21	Tabor & Northern Railway									
22	Union Pacific Railroad	16,800,000.00	16,800,000.00			16,800,000.00	840,862.50	116,970.74	846,950.00	
23	Wabash Railway	15,576,000.00	13,813,400.00			13,813,400.00	674,821.33		612,473.88	
	Total	$200,187,062.20	$158,608,048.20	$11,914,000		$146,784,048.18	$7,331,433.32	$202,601.66	$7,172,928.97	$11,914,000

TABLE 2—UNMATURED FUNDED DEBT—Continued

PART 7—GRAND TOTAL UNMATURED FUNDED DEBT.

Railway Companies	Par value of extent of indebtedness authorized	Total par value outstanding at close of year	Total Par Value Nominally Issued and Nominally Outstanding at Close of Year: In treasury	Pledged as collateral	In sinking or other funds	Total par value actually outstanding at close of year	Amount of interest accrued during year charged to income	Amount of interest paid during year	Total par value nominally but not actually issued	Total par value reacquired after actual issue and held alive at close of year
A., T. & S. F. Ry.	$ 405,482,500.00	$ 290,048,323.00	$ 2,325,729.00			$ 287,722,593.00	$ 11,848,691.72	$ 11,841,128.90	$ 2,310,000.00	$ 15,729.50
A. N. Ry.										
C., B. & Q. R. R.	233,589,000.00	214,756,000.00	11,556,000.00			203,200,000.00	8,119,271.00	7,550,178.50	9,873,000.00	1,683,000.00
C. G. W. R. R.	86,358,146.20	49,320,146.20	5,067,000.00	$ 13,738,000		30,515,146.20	1,242,876.85	1,206,716.38	12,346,500.00	6,458,500.00
M. C. & Ft. Dodge R. R.	12,000,000.00	12,000,000.00				12,000,000.00	440,000.00			
C., M. & S. P. Ry.	831,611,150.00	571,962,654.66	78,428,358.24	81,829,000	$3,156,416.02	408,548,880.40	[a]18,412,482.25	18,383,000.44	161,390,074.26	2,023,700.00
C. & N. W. Ry.	319,398,700.00	319,398,700.00	16,890,000.00	66,992,000		235,516,700.00	11,159,539.92	11,154,058.66	83,190,000.00	692,000.00
C., St. P., M. & O. Ry.	48,584,000.00	47,434,400.00				47,434,400.00	2,558,514.33	2,514,825.50		
C., R. I. & P. Ry.	316,563,639.00	262,411,306.00	28,574,000.00	25,005,000		208,832,305.98	8,453,987.22	8,296,037.22	53,578,000.00	1,000.00
S. P. & K. C. S. L. R. R.	30,000,000.00	13,329,395.00				13,329,395.00	443,208.45	439,700.02		
C. N. Ry.										
Thos. W. Griggs R. R. Prop.										
C. C. C.										
D., R. I. & N. W. Ry.										
G. N. Ry.	912,459,489.00	367,079,809.00	22,815,000.00	53,335,393		290,929,415.16	16,106,623.23	15,197,495.53	72,860,000.00	3,290,393.00
I. C. R. R.	481,765,700.00	321,461,145.00	9,650,100.00	38,797,000		273,014,045.00	11,340,602.61	11,253,752.89	48,295,100.00	152,000.00
D. & S. C. R. R	9,798,074.76	8,023,074.76				8,023,074.76	360,222.96	360,222.96		
M. & O. Ry.	128,448.00	65,000.00				65,000.00				
M. & S. L. R. R.	154,070,250.00	51,732,658.91	822,044.12	4,077,000		46,833,614.79	2,091,545.53	2,104,029.68	4,899,000.00	44.12
M., B. & S. R. R.	850,000.00	850,000.00	280,100.00			569,900.00	34,194.00		280,100.00	
T. & N. Ry.	50,000.00	50,000.00				43,000.00	2,150.00	2,150.00		
U. P. R. R.	411,800,000.00	262,966,105.00	33,498,000.00			229,468,105.00	[b]9,854,299.90	9,773,350.98	33,498,000.00	
Wabash Ry.	113,776,000.00	78,872,759.00	1,089,924.00			77,782,835.00	3,689,392.09	3,592,171.19		1,089,924.00
Total	$4,368,285,096.96	$2,871,761,476.53	$210,996,255.36	$283,773,393	$3,156,416.02	$2,373,828,410.80	$106,167,602.06	$103,668,827.85	$482,519,774.26	$15,406,290.62

[a]$ 85,630.92 Interest accrued charged to Construction, included.
[b]$116,970.74 Interest accrued charged to Construction, included.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 1—TOTAL EXPENDITURES DURING YEAR AND INVESTMENT TO JUNE 30, 1907—ROAD AND EQUIPMENT.

Number	Railway Companies	Total Expenditures During Year: Road	Total Expenditures During Year: Equipment	Total Expenditures During Year: General	Total Expenditures During Year: Grand total	Investment to June 30, 1907—Road: Leased lines	Investment to June 30, 1907—Road: Owned lines	Investment to June 30, 1907—Road: Total	Total investment equipment—owned lines
1	A., T. & S. F. Ry.	$13,209,223.83	$ 6,718,076.40		$19,927,300.23	$ 1,929,571.67	$ 381,206,494.00	$ 383,136,065.30	$ 63,797,758.82
2	Atlantic Northern Railway	1,138.84			1,138.84				
3	C., B. & Q. R. R.	8,245,321.60	11,118,808.21	$ 7,212.51	19,371,342.32		345,281,500.00	345,281,500.00	
4	C. G. W. R. R.	290,867.08	182,790.93		473,658.01				
5	M. C. & Pt. D. R. R.	16,508.86	*9,778.50		6,730.36		42,766,182.71	42,766,182.71	1,519,684.67
6	C., M. & St. P. Ry.	974,921.00	8,961,354.02	29,629.07	9,966,515.59		210,540,735.04	210,540,735.04	47,000,579.97
7	C. & N. W. Ry.	2,930,683.74	*1,056,529.32	27,383.45	1,791,537.67		237,705,393.67	237,705,393.67	
8	C., St. P., M. & O. Ry.	343,383.28	135,403.31		469,285.89		62,408,611.00	62,408,611.00	
9	C., R. I. & P. Ry.	1,880,913.49	414,375.41	15,465.58	2,310,757.48	1,039,659.22	161,195,931.53	162,235,561.75	30,974,606.13
10	St. P. & K. C. S. L. R. R.	42,673.86	14,271.53	38.87	56,984.26				
11	Colfax Northern Railway								
12	Thos. W. Griggs R. R. Prop.						138,806.02	138,806.02	29,315.10
13	Colfax Consolidated Coal	*2,037.68			*2,037.68		81,969.81	81,969.81	
14	Dav., R. I. & N. W. Ry.	2,778.68	*4,294.61		*1,515.93		3,171,381.84	3,171,381.84	112,433.67
15	Great Northern Railway	4,486,779.95	7,198,493.04	*161,416.44	11,522,856.53		230,967,779.98	230,967,779.98	44,684,373.57
16	Illinois Central Railroad	4,788,838.14	7,256,782.62	609,592.77	12,655,213.54		169,002,970.68	169,002,970.68	
17	Dub. & S. C. R. R.	594,622.12		1,627.30	596,249.42		29,679,249.60	29,679,249.60	
18	Man. & Oneida Ry.	634.29			634.29		118,891.00	118,891.00	
19	Minn. & St. L. R. R.	163,146.91	*146,342.01		18,798.90		24,900,532.94	24,900,532.94	4,405,864.50
20	Mus., B. & S. R. R.	3,231.33	*949.56	*1.90	2,283.87		450,000.00	450,000.00	
21	Tabor & Northern Railway						82,688.07	82,688.07	
22	Union Pacific Railroad	2,829,394.08	10,338,075.67	*58,942.32	13,118,527.43		228,773,871.00	228,773,871.00	11,108,065.08
23	Wabash Railway	1,185,557.06	301,595.32		1,487,087.35				
	Total	$41,691,062.42	$51,412,673.67	$ 469,601.89	$93,573,337.20	$ 2,969,231.89	$ 2,068,402,771.77	$ 2,071,421,993.66	$ 269,682,143.31

*Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 2—INVESTMENT FROM JULY 1, 1907 TO JUNE 30, 1914

Number	Railway Companies	Investment from July 1, 1907 to June 30, 1914—Road: Leased lines	Road: Owned lines	Road: Total	Total equipment—owned lines	Total general expenditures—owned lines	Total
1	Atchison, Topeka & Santa Fe Railway	$ 88,321.98	$ 53,150,754.03	$ 53,239,076.01	$ 56,541,481.71	$ 11,907.17	$ 56,553,388.88
2	Atlantic Northern Railway				88,544,889.22		88,544,889.22
3	Chicago, Burlington & Quincy Railroad		99,121,789.63	99,121,789.63	19,033,062.67	2,004.68	19,035,067.35
4	Chicago Great Western Railroad		547,827.86	547,827.86	*78,131.49	1,053.23	*77,078.25
5	Mason City & Ft. Dodge Railroad		239,953,702.48	239,953,702.48	30,479,587.73	2,445,771.94	32,925,359.67
6	Chicago, Milwaukee & St. Paul Railway		96,080,730.62	96,080,730.62	25,601,426.72	141,241.21	25,742,667.93
7	Chicago & North Western Railway		8,026,260.45	8,026,260.45	3,782,598.38	182,624.63	3,965,123.01
8	Chicago, St. Paul, Minn. & Omaha Ry.		20,904,402.19	22,942,983.60	21,029,065.98	151,023.26	21,180,089.24
9	Chicago, Rock Island & Pacific Railway	3,378,581.41	11,511,322.60	11,511,322.60	457,223.09	540,175.55	997,398.64
10	St. Paul & Kansas City Short Line R. R.	192.77		192.77			
11	Colfax Northern Railway		3,042.75	3,042.75	108.37		108.37
12	Thomas W. Griggs R. R. Property		7,223.06	7,223.06			
13	Colfax Consolidated Coal		188,091.90	188,091.90	19,367.51		19,367.51
14	Davenport, Rock Island & Northwestern Ry.		72,398,366.41	72,398,366.41	28,116,937.59	1,887,576.18	30,004,493.98
15	Great Northern Railway		19,006,290.45	19,006,290.45	22,819,601.19	3,231.79	22,824,832.98
16	Illinois Central Railroad		1,321,711.41	1,321,711.41			
17	Dubuque & Sioux City Railroad		12,485.60	12,485.60			
18	Manchester & Oneida Railway		33,910,393.17	33,910,393.17			
19	Minneapolis & St. Louis Railroad		798,868.73	798,868.73	7,533.82	17,544.16	25,077.98
20	Muscatine, Burlington & Southern Railroad						
21	Tabor & Northern Railway		31,025,982.75	31,025,982.75	20,658,550.47	43,877.06	20,702,427.53
22	Union Pacific Railroad						
23	Wabash Railway						
	Total	$ 3,467,096.16	$ 687,929,026.00	$ 690,996,122.25	$ 327,991,162.96	$ 5,425,100.88	$ 333,416,262.84

*Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 3—INVESTMENT SINCE JUNE 30, 1914

Number	Railway Companies	Investment Since June 30, 1914—Road: Leased lines	Owned lines	Total	Total equipment—owned lines	Total general expenditures—leased lines	Total general expenditures—owned lines	Total
1	Atchison, Topeka & Santa Fe Railway	$ 483,167.47	$ 56,237,861.18	$ 56,721,028.65	$ 66,308,464.52		$ 86,379.59	$ 66,394,844.11
2	Atlantic Northern Railway		141,296.93	141,296.93				
3	Chicago, Burlington & Quincy Railroad		64,554,763.73	64,554,763.73	35,770,517.66		980,139.60	36,750,657.26
4	Chicago Great Western Railroad		9,813,490.56	9,813,490.56	3,068,608.64		3,894.67	3,072,503.31
5	Mason City & Ft. Dodge Railroad		562,415.43	562,415.43	*367,240.92		348.86	*366,892.06
6	Chicago, Milwaukee & St. Paul Railway		72,885,810.24	72,885,810.24	46,426,407.63		1,450,433.20	47,876,840.83
7	Chicago & North Western Railway	4,749.82	53,529,759.29	53,534,509.11	42,151,358.75		523,259.30	42,674,618.05
8	Chicago, St. Paul, Minn. & Omaha Ry		5,957,798.91	5,957,798.91	6,473,996.39		27,582.35	6,501,578.74
9	Chicago, Rock Island & Pacific Railway	4,049,477.16	27,177,152.45	31,226,629.61	18,213,311.84	$ 3,163.07	1,096,739.08	19,313,213.99
10	St. Paul & Kansas City Short Line R. R.		1,025,870.76	1,025,870.76	*5,612.43		14,520.39	8,907.96
11	Colfax Northern Railway	322.59		322.59				
12	Thomas W. Griggs R. R. Property		*108,531.06	*108,531.06	*7,151.45		*480.82	*7,632.27
13	Colfax Consolidated Coal		*1,771.62	*1,771.62	3,500.00			3,500.00
14	Davenport, Rock Island & Northwestern Ry		126,952.50	126,952.50	*75,666.38			*75,666.38
15	Great Northern Railway	85,471.41	43,992,388.67	44,077,860.08	20,984,071.84		*36,607.01	20,947,464.83
16	Illinois Central Railroad		35,466,896.86	35,466,896.86	61,143,588.48		810,268.62	61,953,857.10
17	Dubuque & Sioux City Railroad		4,390,377.20	4,390,377.20			6,241.07	6,241.07
18	Manchester & Oneida Railway		5,386.44	5,386.44				
19	Minneapolis & St. Louis Railroad	523.06	*2,460,435.69	*2,459,912.63	4,558,088.55		991.73	4,559,080.28
20	Muscatine, Burlington & Southern Railroad		22,435.45	22,435.45	70,175.98		*16,460.41	53,715.57
21	Tabor & Northern Railway		9,278.75	9,278.75				
22	Union Pacific Railroad	1,427.47	39,116,235.39	39,117,662.86	44,706,989.11		*2,332,007.52	42,374,981.59
23	Wabash Railway		190,587,069.94	190,587,069.94	33,723,813.91			33,723,813.91
	Total	$ 4,625,138.98	$ 603,032,502.31	$ 607,657,641.29	$ 383,147,222.12	$ 3,163.07	$ 2,615,242.70	$ 385,765,627.89

*Credit.

TABLE 3—INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE

PART 4—TOTAL INVESTMENT AT CLOSE OF YEAR

Number	Railway Companies	Total Investment in Road and Equipment: Leased lines	Owned lines	Total	Length of road owned—miles	Average investment per mile of road—(owned lines)
1	Atchison, Topeka & Santa Fe Railway	$ 2,501,061.12	$ 677,341,101.71	$ 679,842,162.83	7,136.97	$ 94,905.98
2	Atlantic Northern Railway		141,296.93	141,296.93	17.07	8,277.50
3	Chicago, Burlington & Quincy Railroad		535,131,810.21	535,131,810.21	8,971.52	59,647.84
4	Chicago Great Western Railroad		122,040,890.85	122,040,890.85	1,034.90	117,925.30
5	Mason City & Ft. Dodge Railroad		44,951,542.46	44,951,542.46	375.23	119,797.30
6	Chicago, Milwaukee & St. Paul Railway		671,778,028.23	671,778,028.23	10,209.09	65,801.95
7	Chicago & North Western Railway	4,749.82	455,732,979.56	455,737,729.38	8,328.86	54,717.33
8	Chicago, St. Paul, Minn. & Omaha Railway		86,839,382.11	86,839,382.11	1,676.81	51,788.44
9	Chicago, Rock Island & Pacific Railway	8,470,871.86	280,402,272.46	288,873,144.32	5,363.75	52,277.28
10	St. Paul & Kansas City Short Line R. R.		13,543,499.96	13,543,499.96	182.93	74,036.52
11	Colfax Northern Railway	515.36		515.36		
12	Thomas W. Griggs R. R. Property		55,108.91	55,108.91	.54	102,053.54
13	Colfax Consolidated Coal		90,921.25	90,921.25	6.36	14,295.79
14	Davenport, Rock Island & Northwestern Ry		3,542,561.04	3,542,561.04	46.76	75,760.50
15	Great Northern Railway	85,471.41	442,274,758.14	442,360,229.55	7,122.94	62,091.60
16	Illinois Central Railroad		248,254,818.07	248,254,818.07	2,266.08	109,552.54
17	Dubuque & Sioux City Railroad		35,397,579.57	35,397,579.57	760.99	46,515.17
18	Manchester & Oneida Railway		136,763.04	136,763.04	8.03	17,031.51
19	Minneapolis & St. Louis Railroad	523.06	65,315,345.20	65,315,868.26	1,537.75	42,474.62
20	Muscatine, Burlington & Southern Railroad		1,350,097.73	1,350,097.73	47.77	28,262.46
21	Tabor & Northern Railway		91,966.82	91,966.82	8.79	10,462.66
22	Union Pacific Railroad	1,427.47	373,101,564.24	373,102,991.71	3,646.58	102,315.47
23	Wabash Railway		224,310,883.85	224,310,883.85	1,951.91	114,918.66
	Total	$ 11,064,620.10	$ 4,281,825,172.34	$ 4,292,889,792.44	60,701.63	
	Grand average					$ 70,538.88

TABLE 3A—INVESTMENT IN ROAD AND EQUIPMENT—IOWA

PART 1—EXPENDITURES DURING YEAR

Number	Railway Companies	Expenditures During Year: Road	Equipment	General	Total	Length of road owned single track—Miles—Iowa	Average investment per mile of road—Iowa
1	Atchison, Topeka & Santa Fe Railway	$ 70,943.29			$ 70,943.29	$ 19.89	$ 3,566.78
2	Atlantic Northern Railway	1,138.84			1,138.84	17.07	66.71
3	Chicago, Burlington & Quincy Railroad	509,751.22		$ 1,377.04	511,128.26	1,365.12	374.42
4	Chicago Great Western Railroad	129,480.94			129,480.94	422.69	306.32
5	Mason City & Ft. Dodge Railroad	15,556.36			15,556.36	347.90	44.71
6	Chicago, Milwaukee & St. Paul Railway	*16,621.80		8,932.00	*7,689.80	1,859.04	*4.13
7	Chicago & North Western Railway	487,894.70	*205,178.04	3,234.26	285,950.92	1,617.10	176.82
8	Chicago, St. Paul, Minn. & Omaha Ry.	*25,689.91	5,643.16		*20,046.75	75.54	*265.37
9	Chicago, Rock Island & Pacific Railway	496,565.29			496,565.29	1,860.20	266.94
10	St. Paul & Kansas City Short Line R. R.						
11	Colfax Northern Railway						
12	Thomas W. Griggs R. R. Property						
13	Colfax Consolidated Coal						
14	Davenport, Rock Island & Northwestern Ry.	2,611.86	*2,827.07		*215.21	34.50	*6.23
15	Great Northern Railway	61,059.35			61,059.35	77.86	784.21
16	Illinois Central Railroad						
17	Dubuque & Sioux City Railroad	564,837.71		1,619.92	566,457.63	716.46	790.63
18	Manchester & Oneida Railway	624.29			624.29	8.03	77.74
19	Minneapolis & St. Louis Railroad	76,081.55	*76,302.73		*221.18	800.72	*.27
20	Muscatine, Burlington & Southern Railroad	3,234.33	*949.56	*1.90	2,282.87	47.77	47.79
21	Tabor & Northern Railway						
22	Union Pacific Railroad	46,526.51	31.23		46,495.28	2.46	18,900.52
23	Wabash Railway a						
	Total	$ 2,423,994.53	$ *279,645.47	$ 15,161.32	$ 2,159,510.38	$ 9,272.35	$ 232.90

*Credit.
a Information not available.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE

PART 1—OPERATING INCOME

Number	Railway Companies	Railway operating revenues	Railway operating expenses	Net revenue from railway operations	Railway tax accruals—5—	Uncollectible railway revenues—6—	Total of columns 5 and 6	Railway operating income	Miscellaneous operating income	Total operating income
1	A., T. & S. F. Ry.	$ 191,506,229.93	$140,356,507.18	$ 51,149,722.75	$17,635,497.89	$ 52,116.60	$17,087,614.49	$ 34,062,108.26		$ 34,062,108.26
2	Atlantic Northern Ry.	43,387.23	41,272.43	2,114.80	2,137.92		2,137.92	*23.12		*23.12
3	C., B. & Q. R. R.	164,916,470.54	126,777,703.10	38,138,767.44	10,890,006.82	31,338.17	10,921,344.99	27,217,422.45		27,217,422.45
4	C. G. W. R. R.	24,224,788.83	21,274,235.42	2,950,553.41	985,699.99	2,953.60	988,653.59	1,961,899.82		1,961,899.82
5	M. C. & Ft. D. R. R.									
6	C., M. & St. P. Ry.	156,950,628.06	129,596,696.49	27,353,931.57	9,654,737.74	6,533.83	9,661,271.57	17,692,660.00		17,692,660.00
7	C. & N. W. Ry.	146,100,436.76	119,191,134.17	26,909,302.59	8,998,099.90	33,830.01	9,031,929.91	17,877,372.68		17,877,372.68
8	C., St. P., M. & O. Ry.	27,801,007.06	22,297,050.84	5,503,956.22	1,545,992.96	13,030.01	1,559,022.97	3,944,933.25		3,944,933.25
9	C., R. I. & P. Ry.	119,204,559.82	95,760,796.91	23,443,762.91	6,019,697.94	16,581.39	6,036,279.33	17,407,483.58		17,407,483.58
10	St. P. & K. C. S. L. R.									
11	Colfax Northern Ry.	19,256.10	24,701.82	*5,445.72	1,615.70		1,615.70	*7,061.42		*7,061.42
12	Thos. W. Griggs R. R.									
13	Colfax Consolidated Coal									
14	Dav., R. I. & N. W. Ry. a				99,905.40		99,905.40	*99,905.40		*99,905.40
15	Great Northern Ry.	103,452,937.27	79,636,038.09	23,816,899.18	8,097,725.33	15,534.14	8,113,259.47	15,703,639.71		15,703,639.71
16	Illinois Central R. R.	154,860,387.46	119,129,269.32	35,731,118.14	11,208,967.28	15,413.11	11,224,380.39	24,506,737.75		24,506,737.75
17	Dub. & S. C. R. R.									
18	Man. & Oneida Ry.	26,047.85	24,993.55	1,054.30	1,105.62		1,105.62	*51.32		*51.32
19	Minn. & St. L. R. R.	15,558,247.76	13,337,709.40	2,220,538.36	829,166.46	1,618.50	830,784.96	1,389,753.40		1,389,753.40
20	Mus., B. & S. R. R.	191,186.44	199,130.47	*7,944.03	6,976.75		6,976.75	*14,920.78		*14,920.78
21	Tabor & Northern Ry.	34,716.57	30,679.76	4,036.81	1,516.46	.13	1,516.59	2,520.22		2,520.22
22	Union Pacific R. R.	107,842,566.60	73,921,927.16	33,920,639.44	6,751,048.22	4,644.20	6,755,692.42	27,164,947.02	$*4,729.28	27,160,217.74
23	Wabash Railway	57,662,496.31	48,041,297.21	9,621,199.10	2,262,675.00	23,870.79	2,286,545.79	7,334,653.31		7,334,653.31
	Total	$1,270,395,350.59	$989,641,143.32	$280,754,207.27	$84,392,573.38	$217,464.48	$84,610,037.86	$196,144,169.41	$*4,729.28	$196,139,440.13

*Deficit.
a Correction for this table received too late to be included in this report.

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE

PART 2—RENT FROM EQUIPMENT AND JOINT FACILITIES AND TOTAL AND GROSS INCOME

Number	Railway Companies	Hire of freight cars—Credit balance—15—	Rent from: Locomotives—16—	Rent from: Passenger train cars—17—	Rent from: Floating equipment—18—	Rent from: Work equipment—19—	Joint facility rent income—20—	Total columns 15—20	Total non-operating income	Gross income
1	A., T. & S. F. Ry.	$1,394,505.83	$ 451,120.68	$ 324,748.68	$41,322.47	$ 81,723.05	$ 430,732.26	$ 2,724,152.97	$19,431,762.96	$ 53,493,871.22
2	Atlantic Northern Railway								354.40	331.28
3	C., B. & Q. R. R.		152,410.82	173,979.92	411.98	127,432.88	522,937.85	977,164.45	4,447,399.62	31,664,822.07
4	C. G. W. R. R.		9,737.15	1,309.54		9,340.13	86,834.47	107,221.29	2,064,362.59	4,026,262.41
5	M. C. & Ft. D. R. R.								920,000.00	920,000.00
6	C., M. & St. P. Ry.		48,080.78	159,918.59	2,764.07	33,205.57	399,425.44	643,394.45	2,218,094.69	19,910,754.69
7	C. & N. W. Ry.		51,405.87	441,321.24		8,810.74	159,064.71	660,602.56	3,970,005.90	21,847,378.58
8	C., St. P., M. & O. Ry.	160,866.91	40,528.24	150,895.49		3,889.37	178,883.10	535,063.11	782,170.50	4,727,103.75
9	C., R. I. & P. Ry.		124,101.38	226,499.03		28,151.17	491,045.41	869,796.99	2,110,303.22	19,517,786.80
10	St. P. & K. C. S. L. R. R.								443,208.45	443,208.45
11	Colfax Northern Railway								4,922.35	*2,139.07
12	Thos. W. Griggs R. R. Prop.								1,167.79	1,167.79
13	Colfax Consolidated Coal								4,270.20	4,270.20
14	Dav., R. I. & N. W. Ry.	10,735.50	5,843.00			90.00	109,541.92	126,210.42	131,232.47	31,327.07
15	Great Northern Railway	1,701,535.21	56,250.37	242,648.39		35,167.54	996,838.19	3,032,439.70	13,519,445.77	29,223,085.48
16	Illinois Central Railroad		155,150.75	800,669.74	3,600.00	57,129.69	1,382,254.51	2,398,804.69	6,503,269.50	31,010,007.25
17	Dubuque & Sioux City R. R.								628,151.64	628,151.64
18	Manchester & Oneida Railway	93.00						93.00	*3,843.35	*3,894.67
19	Minneapolis & St. Louis R. R.		49,434.51	6,466.25		6,662.80	115,632.22	178,195.78	386,673.88	1,776,427.28
20	Mus., Bur. & Southern R. R.						311.25	311.25	311.25	*14,609.53
21	Tabor & Northern Railway									2,520.22
22	Union Pacific Railroad		68,314.06	626,952.58		5,124.85	643,814.53	1,344,206.02	21,171,371.98	48,331,589.72
23	Wabash Railway		34,924.08	25,810.65	7,685.82	12,195.87	255,142.76	335,759.18	1,500,918.67	8,835,571.98
	Total	$3,267,736.45	$1,247,301.60	$3,181,211.10	$55,784.34	$408,923.66	$5,772,458.62	$13,933,415.86	$80,235,554.48	$276,374,994.61

TABLE 4—INCOME ACCOUNT FOR THE YEAR—ENTIRE LINE

PART 3—RENT FOR EQUIPMENT & JOINT FACILITIES AND TOTAL DEDUCTIONS FROM GROSS INCOME AND NET INCOME

Number	Railway Companies	Hire of freight cars—debit balance—35—	Rent for: Locomotives—36—	Rent for: Passenger train cars—37—	Rent for: Floating equipment—38—	Rent for: Work equipment—39—	Joint facility rents—40—	Total columns 35-40	Total deductions from gross income	Net income	Total appropriations of net income	Income balance transferred to profit and loss
1	A., T. & S. F. Ry.		$ 67,170.09	$ 275,697.37	$ 3,391.65	$ 9,339.11	$ 921,652.93	$ 1,277,251.15	$ 14,957,216.25	$ 38,536,654.97	$19,909,636.26	$18,627,018.71
2	A. N. Ry.	$ 1,915.41	375.00					2,290.41	2,290.41	*1,959.13		*1,959.13
3	C., B. & Q. R.R.	722,454.32	170,565.07	270,441.34	6,570.00	22,139.04	1,850,243.59	3,042,413.36	11,403,334.16	20,261,487.91	17,377,950.46	2,883,537.45
4	C. G. W. R. R.	889,780.98	7,096.69	14,827.93		3,449.72	888,778.90	1,803,934.22	4,073,492.44	*47,230.03		*47,230.03
5	M. C. & Ft. D. R. R.								440,000.00	480,000.00		480,000.00
6	C., M. & St. P. Ry.	3,039,334.52	24,299.57	149,891.33		7,649.02	1,830,635.44	5,051,809.88	25,910,461.76	*5,999,707.07	143,460.96	*6,143,168.03
7	C. & N. W. Ry.	606,679.86	40,939.44	411,834.97		7,218.21	434,997.60	1,501,670.08	12,949,842.73	8,897,535.85	8,825,275.00	72,260.85
8	C., St. P., M. & O. Ry.		9,561.07	166,302.57		3,850.57	487,611.55	667,325.76	3,549,175.11	1,177,928.64	1,715,986.00	*538,057.36
9	C., R. I. & P. Ry	1,846,959.83	329,433.81	253,263.93		25,628.03	1,887,526.46	4,342,812.06	15,354,235.47	4,163,551.33	3,567,335.00	596,216.33
10	St. P. & K. C. S. L. R. R.								443,208.45			
11	C. N. Ry.	1,311.00						1,311.20	9,429.36	*11,568.43		*11,568.43
12	Thos. W. Griggs R. R. Prop.								1,842.50	*674.71		*674.71
13	C. C. C.									4,270.20		4,270.20
14	D., R. I. & N. W. Ry.	10,735.50	5,843.00			90.00	9,636.52	26,305.02	31,327.07			
15	G. N. Ry.		71,319.11	151,115.29		14,143.86	1,222,903.31	1,459,481.57	18,357,413.29	10,865,672.19	13,117,783.91	*2,252,111.72
16	I. C. R. R.	95,674.24	30,104.61	147,101.19	625.00	17,454.33	1,493,455.15	1,784,414.52	14,920,331.33	16,089,675.92	34,786.13	16,054,889.79
17	D. & S. C. R.R.								456,523.69	171,627.95	171,627.95	
18	M. & O. Ry.	509.56					240.00	809.56	4,709.56	*8,604.23		*8,604.23
19	M. & S. L. R. R.	375,423.21	63,858.96	16,847.81		2,832.63	225,186.81	684,149.42	2,938,350.92	*1,161,923.64		*1,161,923.64
20	M., B. & S. R. R.	39,490.01	1,893.28			1,355.79	4,449.05	47,188.13	81,620.43	*96,229.96		*96,229.96
21	T. & N. Ry.	471.65						471.65	3,344.54	*824.32		*824.32
22	U. P. R. R.	868,718.21	32,959.73	598,805.22		2,885.75	384,464.99	1,887,833.90	11,744,250.01	36,587,339.71	26,210,900.00	10,376,439.71
23	Wabash Ry.	1,673,898.63	93,199.85	85,287.92	245.49	33,338.91	1,677,025.97	3,562,991.77	7,625,183.90	1,210,388.08		1,210,388.08
	Total	$10,173,412.13	$948,619.28	$2,541,416.87	$10,832.14	$151,374.97	$13,318,808.27	$27,144,463.66	$145,257,583.38	$131,117,411.23	$91,074,741.67	$40,042,669.56

*Deficit.

TABLE 5—PROFIT AND LOSS ACCOUNT

PART 1—CREDITS.

Number	Railway Companies	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Delayed income credits	Unrefundable overcharges	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total
1	Atchison, Topeka & Santa Fe Railway	$106,001,569.40	$18,627,018.71	$ 8,916.97		$ 19,889.56	$103,618.87	$17,346,464.29		$142,107,477.80
2	Atlantic Northern Railway								$ 14,278.56	14,278.56
3	Chicago, Burlington & Quincy R. R.	134,415,784.42	2,883,537.46	30,744.82			13,912.35	11,429,268.37		148,773,247.41
4	Chicago Great Western Railroad	4,707,541.69		8,182.82		17,789.72	9,695.64	1,908,471.45		6,651,681.32
5	Mason City & Ft. Dodge Railroad	*308,520.10	480,000.00					10,743.38		182,223.28
6	Chicago, Milwaukee & St. Paul Ry.	28,159,041.73		221,083.39		37,399.60	125,072.12	2,976,638.18		31,519,235.02
7	Chicago & North Western Railway	58,646,946.46	72,260.85	12,118.60		1,631.09	175,204.50	293,044.20		59,201,205.79
8	Chi., St. Paul, Minn. & Omaha Ry.	7,285,925.75		1,226.24		14,211.72	11,906.78	116,933.36		7,430,203.85
9	Chicago, Rock Island & Pacific Ry.	13,356,927.29	596,216.33	57,087.75		5,958.84	235,659.23	6,253,814.63		20,505,664.07
10	St. Paul & K. C. Short Line R. R.	92,136.95					10,907.66			103,044.61
11	Colfax Northern Railway							14,279.15	84,474.06	98,753.21
12	Thomas W. Griggs R. R. Property	7,080.08							5,623.78	12,703.86
13	Colfax Consolidated Coal	94,879.01	4,270.20							99,149.21
14	Davenport, Rock Island & N. W. Ry.							499.23	1,343.58	1,842.81
15	Great Northern Railway	89,881,082.67		*8,302.09		16,932.70	27,151.25	797,164.75		90,713,969.28
16	Illinois Central Railroad	28,417,391.04	16,054,889.79	171,025.68			25,575.07	9,157,302.10		53,826,183.68
17	Dubuque & Sioux City Railroad						1,793.65		379,552.50	381,346.15
18	Manchester & Oneida Railway	19,017.78								19,017.78
19	Minneapolis & St. Louis Railroad	677,344.22				12,191.73	27,979.44	*537.26	561,524.11	1,278,502.24
20	Muscatine, Burlington & South'n R. R.			1,934.64					504,339.39	506,274.03
21	Tabor & Northern Railway	8,098.56								8,098.56
22	Union Pacific Railroad	105,469,453.37	10,376,439.71	40,604.54	83,332.33	30,111.70	48,999.17	45,770.42		116,094,711.24
23	Wabash Railway	13,847,885.92	1,210,388.08	3,604.30		2,468.09	25,044.23	2,178,872.06		17,268,262.68
	Total	$590,779,586.24	$50,305,021.12	$548,167.75	$83,332.33	$158,584.75	$842,519.96	$52,528,728.31	$1,551,135.98	$696,797,076.44

*Debit.

TABLE 5—PROFIT AND LOSS ACCOUNT

PART 2—DEBITS.

Number	Railway Companies	Debit balance at beginning of year	Debit balance transferred from income account	Dividend appropriations of surplus	Surplus appropriated for investment in physical property	Debt discount extinguished through surplus	Loss on retired road and equipment	Miscellaneous debits	Credit balance carried to balance sheet	Total
1	Atchison, Topeka & Santa Fe Ry.				$103,618.87		$ 308,629.59	$ 615,404.35	$141,079,824.99	$142,107,477.80
2	Atlantic Northern Railway	$ 6,672.28	$ 1,969.13					5,647.15		14,278.56
3	Chicago, Burlington & Quincy R. R.				13,912.35	$ 1,664.00	464,028.28	47,002.21	148,246,640.57	148,773,247.41
4	Chicago Great Western Railroad		47,230.03		9,695.64	371.60	23,942.10	47,993.08	6,522,448.87	6,651,681.32
5	Mason City & Ft. Dodge R. R.								182,223.28	182,223.28
6	Chicago, Milwaukee & St. Paul Ry.		6,143,168.03		125,672.12	307,565.60	826,158.68	1,488,727.63	22,628,542.96	31,519,235.02
7	Chicago & North Western Railway				175,204.50	8,289.11	484,835.70	36,873.30	58,496,003.18	59,201,205.79
8	Chi., St. P., Minn., & Omaha Ry.		538,057.36		11,906.78		144,455.89	39,752.60	6,696,031.22	7,430,203.85
9	Chi., Rock Island & Pacific Ry.				235,659.23	839,673.10	539,368.68	3,072,828.86	15,818,134.20	20,505,664.07
10	St. P. & K. C. Short Line R. R.				10,907.66		29,497.96		62,638.99	103,044.61
11	Colfax Northern Railway	87,184.78	11,568.43							98,753.21
12	Thomas W. Griggs R. R. Property		674.71					12,029.15		12,703.86
13	Colfax Consolidated Coal						[a]4,749.10		94,400.11	99,149.21
14	Davenport, Rock Island & N. W. Ry.	1,842.81								1,842.81
15	Great Northern Railway		2,232,111.72		[d]100,779.35	1,149.46	1,210,494.40	306,430.81	86,843,003.54	90,713,969.28
16	Illinois Central Railroad			$8,099,696.25	25,575.07	[b]2,079,331.08	439,426.34	1,717,364.21	45,632,492.89	53,826,183.68
17	Dubuque & Sioux City Railroad	379,552.50			1,793.65					381,346.15
18	Manchester & Oneida Railway		8,604.23						10,413.55	19,017.78
19	Minneapolis & St. Louis Railroad		1,161,923.64		27,979.44	55.50	85,737.35	2,806.31		1,278,502.24
20	Mus., Burlington & Southern R. R.	410,044.07	96,229.96							506,274.03
21	Tabor & Northern Railway		824.32						7,274.24	8,098.56
22	Union Pacific Railroad				48,999.17	335,908.33	135,633.41	31,915.68	115,542,254.65	116,094,711.24
23	Wabash Railway				25,044.23		33,627.18	220,892.50	16,988,698.77	17,268,262.68
	Total	$885,296.44	$10,262,351.56	$8,099,696.25	$916,148.06	[b]$584,654.38	$4,721,584.66	$7,645,607.84	$664,850,986.01	$696,797,076.44

[b]Credit.
[c]$3,820.76 Miscellaneous appropriation of surplus, included.
[d]$8,917.75 Surplus applied to sinking and other reserve funds, included.

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 1—RAIL LINE TRANSPORTATION REVENUES.

Number	Railway Companies	Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Mail	Express	Other passenger train
1	Atchison, Topeka & Santa Fe Railway	$132,964,659.95	$ 42,469,164.76	$ 510,925.35		$ 63,488.01	$ 4,185,486.04	$ 7,022,028.72	$1,025,581.21
2	Atlantic Northern Railway	39,578.95	1,650.93	70.50			1,020.16	970.37	
3	Chicago, Burlington & Quincy Railroad	121,388,901.62	28,380,103.84	324,234.43		147.68	4,258,311.92	3,948,338.83	267,043.14
4	Chicago Great Western Railroad	17,730,270.93	4,343,268.20	38,128.29		21,256.90	424,732.74	551,678.61	20,972.62
5	Mason City & Ft. Dodge Railroad								
6	Chicago, Milwaukee & St. Paul Railway	116,005,730.65	24,261,499.09	254,305.27	1,594,170.22	67,702.08	3,139,001.48	4,350,006.31	53,570.67
7	Chicago & North Western Railway	100,700,614.03	29,177,833.94	268,079.30		190,367.75	2,845,278.40	4,668,550.22	299,973.22
8	Chicago, St. Paul, Minn. & Omaha Ry.	19,602,694.36	6,110,337.40	71,836.59		22,955.98	496,507.86	772,297.02	81,709.52
9	Chicago, Rock Island & Pacific Railway	83,241,760.81	26,722,778.55	245,489.55		24,673.67	2,442,154.63	3,595,000.00	281,145.24
10	St. Paul & Kansas City S. L. R. R.								
11	Colfax Northern Railway	15,660.33	2,265.77						
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & N. W. Ry.								
15	Great Northern Railway	78,065,562.90	15,112,453.27	162,696.54	478,267.12	85,755.43	2,849,623.16	2,709,958.53	12,050.89
16	Illinois Central Railroad	119,849,020.19	24,264,250.53	181,799.46		36,750.22	2,158,420.02	3,570,474.46	224,202.07
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway	19,895.97	3,916.59	43.71			858.95	894.00	
19	Minneapolis & St. Louis Railroad	12,865,023.17	1,835,372.58	18,484.32			307,450.45	284,396.91	6,381.99
20	Muscatine, Burlington & Southern Railroad	155,311.33	13,481.51	119.42			3,196.24	1,419.69	
21	Tabor & Northern Railway	25,600.11	1,441.80	38.12			754.83	1,521.23	
22	Union Pacific Railroad	80,686,246.41	17,369,419.86	248,953.01			2,949,823.91	2,719,509.36	524,662.67
23	Wabash Railway	43,911,074.34	9,087,893.85	81,486.49		43,432.15	905,714.22	1,498,995.10	54,968.38
	Total	$927,267,696.66	$229,157,132.47	$2,406,690.35	$2,072,437.34	$556,529.87	$26,968,935.01	$35,691,039.36	$2,852,261.62

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 2—RAIL LINE TRANSPORTATION REVENUE—Continued—AND INCIDENTAL OPERATING REVENUES.

Number	Railway Companies	Rail Line Transportation Revenues					Incidental Operating Revenues		
		Milk	Switching	Special service train	Other freight train	Total rail line transportation revenue	Dining and buffet	Hotel and restaurant	Station, train and boat privileges
1	Atchison, Topeka & Santa Fe Railway		$ 1,058,389.29	$ 97,869.42	$35,616.84	$ 189,433,209.50			$270,723.89
2	Atlantic Northern Railway					43,290.91			
3	Chicago, Burlington & Quincy Railroad	$ 922,278.29	2,445,543.99	90,523.74	9,315.00	162,034,742.48	891,148.40	$ 288,836.46	15,258.71
4	Chicago Great Western Railroad	247,940.87	289,131.54	5,721.00		23,653,111.70	125,075.50	2,900.49	9,490.15
5	Mason City & Ft. Dodge Railroad								
6	Chicago, Milwaukee & St. Paul Railway	1,580,688.66	2,876,303.16	51,733.33		154,235,310.92	756,974.97	7,585.18	93,694.39
7	Chicago & North Western Railway	2,598,727.49	2,535,350.85	73,603.90		143,358,379.10	631,833.50		79,855.43
8	Chicago, St. Paul, Minn. & Omaha Ry.	69,119.15	215,609.99	8,554.00		27,451,711.87	93,572.26	10,109.02	8,121.18
9	Chicago, Rock Island & Pacific Railway		827,150.66	20,071.10	7,625.00	117,407,849.21	618,698.80	46,442.09	111,295.10
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Railway		591.00			18,517.10			
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & Northwestern Ry.		110,881.21			110,881.21			504.92
15	Great Northern Railway	533,131.66	786,465.80	46,047.50	1,331.39	100,843,344.19	583,516.67	358,606.19	9,694.57
16	Illinois Central Railroad	586,485.85	1,637,874.10	71,674.65		152,589,951.55	618,410.31	302,061.33	221,194.60
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway	.63	240.00			25,849.85			
19	Minneapolis & St. Louis Railroad		141,537.10	5,083.50		15,463,730.02		3,572.69	3,436.86
20	Muscatine, Burlington & Southern Railroad		8,508.60			182,126.79			285.33
21	Tabor & Northern Railway	776.48	3,858.50			33,991.07			
22	Union Pacific Railroad		465,779.65	21,446.51		104,985,841.38	1,118,175.83	994,491.42	71,660.96
23	Wabash Railway	77,864.19	888,748.16	22,069.26	172.76	56,567,418.90	287,640.58		19,875.17
	Total	$6,617,013.27	$14,272,143.60	$514,407.91	$54,060.99	$1,248,430,257.84	$5,725,046.82	$2,014,604.87	$915,181.26

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 3—INCIDENTAL OPERATING REVENUES—Continued

Number	Railway Companies	Parcel room	Storage—freight	Storage—baggage	Demurrage	Telegraph and telephone	Grain elevator	Stockyard	Power
1	Atchison, Topeka & Santa Fe Railway	$ 6,075.38	$ 105,199.06	$ 49,781.27	$ 384,093.22	$ 297,637.42		$ 164,983.02	$ 6,151.54
2	Atlantic Northern Railway		29.38		66.94				
3	Chicago, Burlington & Quincy Railroad	18,513.64	88,670.80	21,793.38	398,941.84	163,943.27		335,599.51	6,151.54
4	Chicago Great Western Railroad	617.80	27,468.60	1,540.03	70,483.97	1,145.91			6,151.54
5	Mason City & Ft. Dodge Railroad								
6	Chicago, Milwaukee & St. Paul Railway	3,267.48	110,857.57	20,908.57	510,391.74	114,943.89		66,442.14	6,513.53
7	Chicago & North Western Railway	53,509.80	116,945.14	24,237.53	431,089.41			70,466.01	
8	Chicago, St. Paul, Minn. & Omaha Ry	2,634.74	31,132.57	1,314.39	99,862.32				
9	Chicago, Rock Island & Pacific Railway	27,780.70	82,925.12	24,108.21	305,825.88	24,528.09			6,151.54
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Railway				739.00				
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & Northwestern Ry	156.10	981.70		10,609.95				
15	Great Northern Railway	35,517.00	64,811.52	30,367.78	173,208.83	146,697.52			42,816.28
16	Illinois Central Railroad	41,412.20	168,777.94	17,801.28	420,812.09				
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway				198.00				
19	Minneapolis & St. Louis Railroad	75.80	9,064.14	260.12	44,052.04	1,448.34			
20	Muscatine, Burlington & Southern Railroad		102.70		2,785.00				
21	Tabor & Northern Railway		71.34		138.00	365.66			
22	Union Pacific Railroad	4,015.33	26,546.82	23,489.16	153,928.20	124,313.85			3,433.52
23	Wabash Railway	2,345.30	34,854.08	1,658.24	202,772.34				6,151.52
	Total	$ 195,921.27	$ 868,438.48	$ 217,250.96	$ 3,209,998.77	$ 825,023.95		$ 637,490.68	$83,521.01

TABLE 6—RAILWAY OPERATING REVENUES—ENTIRE LINE

PART 4—INCIDENTAL OPERATING REVENUES—Continued—AND JOINT FACILITY OPERATING REVENUES AND TOTAL RAILWAY OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenue			Joint Facility Operating Revenue			Total railway operating revenues
		Rent of buildings and other property	Miscellaneous	Total incidental operating revenues	Credit	Debit	Total joint facility operating revenue	
1	Atchison, Topeka & Santa Fe Railway	$ 48,504.69	$ 400,768.75	$ 1,733,918.24	$ 373,023.77	$ 33,921.67	$ 339,102.10	$ 191,506,229.93
2	Atlantic Northern Railway			96.32				43,387.23
3	Chicago, Burlington & Quincy Railroad	50,357.76	182,527.85	2,461,743.16	432,510.06	12,525.16	419,984.90	164,916,470.54
4	Chicago Great Western Railroad	16,477.72	23,862.29	285,214.00	286,965.15	502.02	286,463.13	24,224,788.83
5	Mason City & Ft. Dodge Railroad							
6	Chicago, Milwaukee & St. Paul Railway	145,694.23	350,106.29	2,187,289.08	529,282.55	1,255.39	528,027.16	156,950,628.06
7	Chicago & North Western Railway	392,301.88	915,148.19	2,715,386.80	36,107.36	9,436.59	26,670.77	146,100,436.76
8	Chicago, St. Paul, Minn. & Omaha Ry	9,079.85	36,287.37	292,113.70	80,974.51	23,793.02	57,181.49	27,801,007.06
9	Chicago, Rock Island & Pacific Railway	75,415.50	91,534.71	1,414,705.74	388,883.95	6,879.08	382,004.87	119,204,559.82
10	St. Paul & Kansas City Short Line R. R.							
11	Colfax Northern Railway			739.00				19,256.10
12	Thomas W. Griggs R. R. Property							
13	Colfax Consolidated Coal							
14	Davenport, Rock Island & Northwestern Ry	79.50	2,042.95	14,456.12	63.20	125,400.53	*125,337.33	
15	Great Northern Railway	191,132.70	972,313.42	2,608,682.48	77,207.55	76,296.95	910.60	103,452,937.27
16	Illinois Central Railroad	59,104.52	396,199.27	2,245,773.54	99,714.26	66,051.89	33,662.37	154,860,387.46
17	Dubuque & Sioux City Railroad							
18	Manchester & Oneida Railway			198.00				26,047.85
19	Minneapolis & St. Louis Railroad	4,951.40	11,519.83	78,381.22	16,439.74	303.22	16,136.52	15,558,247.76
20	Muscatine, Burlington & Southern Railroad	699.95	5,186.67	9,059.65				191,186.44
21	Tabor & Northern Railway	150.50		725.50				34,716.57
22	Union Pacific Railroad	52,225.85	129,008.82	2,701,289.76	189,568.79	34,133.33	155,435.46	107,842,566.60
23	Wabash Railway	11,807.85	72,088.56	639,193.64	455,887.56	3.79	455,883.77	57,002,496.31
	Total	$ 1,057,884.90	$ 3,588,594.97	$19,388,966.94	$ 2,966,628.45	$ 390,502.64	$ 2,576,125.81	$ 1,270,395,350.59

*Debit.

TABLE 6A—RAILWAY OPERATING REVENUES—EARNED WITHIN THE STATE

PART 1—RAIL LINE TRANSPORTATION REVENUE

Number	Railway Companies	Freight	Passenger	Excess baggage	Sleeping car	Parlor and chair car	Mail	Express	Other passenger train	Milk
1	Atchison, Topeka & Santa Fe Ry	$ 1,117,366.11	$ 275,353.91	$ 3,160.94			$ 42,608.07	$ 58,922.28	$ 7,865.20	
2	Atlantic Northern Railway	39,578.95	1,650.93	70.50			1,020.16	970.37		
3	Chicago, Burlington & Quincy R. R.	12,543,900.03	4,067,709.98	46,564.64		$ 37.40	1,063,285.20	408,007.69	33,204.56	$150,173.09
4	Chicago Great Western R. R.	9,238,392.12	2,424,134.64	22,826.92		9,464.75	227,576.02	300,844.39	7,096.35	42,722.29
5	Mason City & Ft. Dodge R. R.									
6	Chicago, Milwaukee & St. Paul Ry	20,948,693.98	3,411,580.27	39,492.49	$ 183,532.38	46.59	445,583.53	753,968.30	5,058.74	151,176.61
7	Chicago & North Western Ry	22,518,361.68	6,766,920.84	81,308.87		17,339.12	858,394.16	1,488,928.96	86,446.40	144,460.48
8	Chicago, St. P., Minn. & Omaha Ry.	1,167,233.05	523,279.74	6,187.63		1,750.55	38,950.79	54,986.22	7,346.94	8,472.33
9	Chicago, Rock Island & Pacific Ry	19,199,905.48	6,810,536.80	77,793.13		17.60	674,730.55	966,971.50	75,238.03	
10	St. Paul & Kansas City S. L. R. R.									
11	Colfax Northern Railway	15,660.33	2,265.77							
12	Thos. W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Dav., Rock Island & Northwestern Ry.									
15	Great Northern Railway	906,022.25	58,227.09	636.83			15,972.42	7,232.71	40.16	17,852.84
16	Illinois Central Railroad	8,641,432.55	2,108,288.53	17,145.79		1,238.49	234,956.05	344,435.76	5,149.58	45,412.56
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway	19,895.97	3,916.59	43.71			858.95	894.00		.63
19	Minneapolis & St. Louis Railroad	6,158,037.97	823,572.70	9,462.66			153,545.87	132,788.00	3,171.67	
20	Muscatine, Burlington & Southern R. R.	155,311.33	13,481.51	119.42			3,196.24	1,419.69		
21	Tabor & Northern Railway	25,600.11	1,441.80	38.12			754.83	1,521.23		776.48
22	Union Pacific Railroad	183,319.32	17,693.22	270.38			5,174.86	5,439.02	733.93	
23	Wabash Railway	1,140,859.76	352,695.73	3,169.20		.58	63,927.50	38,338.22	3,007.32	3,893.31
	Total	$ 104,019,480.99	$27,662,750.05	$ 311,291.23	$ 183,532.38	$29,895.08	$3,830,535.20	$4,565,068.34	$234,448.88	$564,940.62

TABLE 6A—RAILWAY OPERATING REVENUES—EARNED WITHIN THE STATE

PART 2—RAIL LINE TRANSPORTATION REVENUE—Continued—AND INCIDENTAL OPERATING REVENUE

Number	Railway Companies	Rail Line Transportation Revenue				Incidental Operating Revenue					
		Switching	Special service train	Other freight train	Total rail line transportation revenue	Dining and buffet	Hotel and restaurant	Station, train and boat privileges	Parcel room	Storage—freight	Storage—baggage
1	Atchison, Topeka & Santa Fe Ry	$ 1,217.95		$ 330.55	$ 1,506,825.01			$ 1,665.90	$ 168.50	$ 316.51	$ 148.80
2	Atlantic Northern Railway				43,290.91					29.38	
3	Chicago, Burlington & Quincy R. R.	102,279.22	$11,054.74		18,426,216.55	$ 105,425.90	$37,388.69	2,243.30	1,858.30	13,593.10	2,773.31
4	Chicago Great Western R. R.	77,595.06	4,044.75		12,354,607.29	62,993.35		3,371.91	378.20	5,379.65	945.90
5	Mason City & Ft. Dodge R. R.										
6	Chicago, Milwaukee & St. Paul Ry	155,749.30	15,550.88		26,110,433.07	72,989.42		13,765.85	710.11	15,189.10	1,332.66
7	Chicago & North Western Ry	165,110.75	9,823.41		32,140,094.67	159,707.71		9,191.20	113.50	15,222.81	3,006.45
8	Chicago, St. P., Minn. & Omaha Ry.	11,638.37	495.00		1,820,340.62	9,112.64		410.77		2,329.60	242.61
9	Chicago, Rock Island & Pacific Ry	117,262.86	4,028.84		27,926,484.79	156,370.31	971.38	20,940.06	341.30	23,102.68	6,818.28
10	St. Paul & Kansas City S. L. R. R.										
11	Colfax Northern Railway	591.00			18,517.10						
12	Thos. W. Griggs R. R. Property										
13	Colfax Consolidated Coal										
14	Dav., Rock Island & Northwestern Ry.	71,989.87			71,989.87			466.27	133.30	731.11	
15	Great Northern Railway	39,405.80			1,045,390.10			27.82	287.90	445.99	61.26
16	Illinois Central Railroad	96,298.16	4,648.68		11,499,006.15	48,389.97		14,860.27	18.60	6,050.09	931.52
17	Dubuque & Sioux City Railroad										
18	Manchester & Oneida Railway	240.00			25,849.85						
19	Minneapolis & St. Louis Railroad	59,703.41	3,149.59		7,343,431.87			1,323.35	75.50	3,756.02	183.20
20	Muscatine, Burlington & Southern R. R.	8,508.60			182,126.79			285.33		102.70	
21	Tabor & Northern Railway	3,858.50			33,991.07					71.34	
22	Union Pacific Railroad	465.78	15.32		213,111.83	1,118.18	994.49	71.66	4.02	26.55	23.49
23	Wabash Railway	8,231.91	609.50	220.00	1,615,043.03	8,187.62		108.41	16.20	608.63	30.31
	Total	$ 920,236.54	$53,420.71	$ 550.55	$ 142,376,750.57	$ 624,295.10	$59,354.56	$68,732.10	$ 4,105.43	$87,044.26	$16,497.79

TABLE 6A—RAILWAY OPERATING REVENUES—EARNED WITHIN THE STATE

PART 3—INCIDENTAL OPERATING REVENUES—Continued—AND JOINT FACILITY REVENUES AND TOTAL RY. OPERATING REVENUES

Number	Railway Companies	Incidental Operating Revenues						Joint Facility Operating Revenues			Total railway operating revenues
		Demurrage	Telegraph and telephone	Power	Rents of buildings and other property	Miscellaneous	Total incidental operating revenue	Credit	Debit	Total joint facility operating revenues	
1	Atchison, Topeka & Santa Fe Ry.	$ 1,255.00	$ 341.60		$ 164.52	$ 23,985.55	$ 28,046.47				$ 1,534,871.48
2	Atlantic Northern Railway	66.94					96.32				43,387.23
3	Chicago, Burlington & Quincy R. R.	40,459.20	32,008.30		4,145.88	19,081.51	278,977.58	$ 26,259.46	$ 10,213.67	$ 16,045.79	18,721,239.92
4	Chicago Great Western R. R.	21,844.19	868.10		942.49	8,141.34	104,865.13	*93.92	502.02	*595.94	12,458,876.48
5	Mason City & Ft. Dodge R. R.										
6	Chicago, Milwaukee & St. Paul Ry.	48,475.02	13,803.65	$ 357.00	19,362.29	23,279.31	209,264.41	178,826.63	168.67	178,657.96	26,498,355.44
7	Chicago & North Western Ry.	32,201.11			35,300.79	29,070.67	283,814.24	6,033.36	8,405.95	*2,372.59	32,421,536.32
8	Chicago, St. P., Minn. & Omaha Ry.	4,095.00				990.82	17,181.44	3,700.52	3,359.37	341.15	1,837,863.21
9	Chicago, Rock Island & Pacific Ry.	58,419.32	7,791.68		13,690.54	17,171.05	305,616.60	1,679.02	171.64	1,507.38	28,233,608.77
10	St. Paul & Kansas City S. L. R. R.										
11	Colfax Northern Railway	739.00					739.00				19,256.10
12	Thos. W. Griggs R. R. Property										
13	Colfax Consolidated Coal										
14	Dav., Rock Island & Northwestern Ry.	8,536.95			70.50	1,898.95	11,537.08		83,826.95	*83,826.95	
15	Great Northern Railway	2,273.90	263.42		3,702.02	2,925.66	9,987.97		27,387.69	*27,387.69	1,027,990.38
16	Illinois Central Railroad	21,837.74			1,693.87	4,327.62	98,109.68		126.40	*126.40	11,596,989.43
17	Dubuque & Sioux City Railroad										
18	Manchester & Oneida Railway	198.00					198.00				26,047.85
19	Minneapolis & St. Louis Railroad	12,784.00	1,272.66		1,960.35	4,680.54	26,034.62	20.63	33.79	*13.16	7,369,453.33
20	Muscatine, Burlington & Southern R. R.	2,785.00			699.95	5,186.67	9,059.65				191,186.44
21	Tabor & Northern Railway	138.00	365.66		150.50		725.50				34,716.57
22	Union Pacific Railroad	153.93	124.31	3.43	52.23	129.01	2,701.30	189.57	34.14	155.43	215,968.56
23	Wabash Railway	2,892.06				2,100.21	13,993.44	61,332.24		61,332.24	1,600,368.71
	Total	$259,114.38	$56,839.56	$ 360.43	$61,935.93	$142,968.91	$1,401,248.41	$277,947.51	$134,230.29	$143,717.22	$143,921,716.22

TABLE 7—RAILWAY OPERATING EXPENSES—ENTIRE LINE

PART 1—AMOUNT OF OPERATING EXPENSES DURING YEAR AND OPERATING RATIO.

Number	Railway Companies	Total						Transportation for investment —Credit	Grand total railway railway operating expenses	Operating ratio
		Maintenance of way and structures	Maintenance of equipment	Traffic expenses	Transportation —Rail line	Miscellaneous operations	General expenses			
1	A., T. & S. F. Ry.	$ 29,978,743.91	$ 43,288,398.50	$ 3,248,843.73	$ 60,232,716.84	$ 180,003.80	$ 3,941,025.29	$ 513,224.89	$140,356,507.18	73.29%
2	Atlantic Northern Ry.	15,413.41	4,562.90	370.17	19,297.27		1,628.68		41,272.43	95.12%
3	C., B. & Q. R. R.	20,769,379.25	35,735,413.56	2,267,367.08	62,875,593.66	1,693,321.01	4,277,202.73	840,573.59	126,777,703.10	76.87%
4	Chicago Great Western R. R.	3,640,960.94	5,705,834.83	761,050.74	10,334,246.50	172,777.69	668,667.24	9,392.52	21,274,235.42	87.82%
5	M. C. & Ft. D. R. R.									
6	C., M. & St. P. Ry.	19,798,384.98	36,987,240.33	2,231,245.03	66,068,028.59	910,582.62	3,754,239.19	153,024.25	129,596,996.49	82.57%
7	C. & N. W. Ry.	19,323,882.72	30,456,070.19	1,818,545.22	63,056,718.16	921,039.78	3,744,526.49	129,648.39	119,191,134.17	81.58%
8	C., St. P., M. & O. Ry.	3,536,299.57	5,011,252.01	409,485.77	12,390,760.79	136,854.27	849,810.50	27,412.07	22,297,050.84	80.20%
9	C., R. I. & Pacific Ry.	14,845,839.49	25,190,701.12	2,140,258.27	50,164,836.27	808,010.19	2,817,846.59	296,685.02	95,760,796.91	80.33%
10	St. P. & K. C. S. Line R. R.									
11	Colfax Northern Railway	5,439.71	2,929.28	166.91	14,453.55		1,712.37		24,701.82	128.28%
12	Thos. W. Griggs R. R. Prop.									
13	Colfax Cons'd Coal									
14	D., R. I. & N. W. Ry.									
15	Great Northern Railway	13,153,322.53	19,585,289.56	1,628,315.12	42,179,200.63	1,220,616.95	2,474,455.24	606,162.24	79,636,038.09	76.98%
16	Illinois Central R. R.	20,538,117.07	36,236,119.65	2,314,554.49	55,934,968.78	997,772.66	3,606,447.59	498,710.92	119,129,269.32	76.93%
17	Dubuque & Sioux City R. R.									
18	Man. & Oneida Ry.	5,056.35	1,827.20	868.08	16,119.43		1,122.49		24,993.55	95.56%
19	Minn. & St. Louis R. R.	2,245,451.68	2,921,073.32	291,703.09	7,398,717.64	3,183.56	482,279.82	4,699.71	13,337,709.40	85.73%
20	Mus., B. & S. R. R.	52,296.60	39,551.66	6,742.09	95,460.69		14,079.43		199,130.47	104.15%
21	Tabor & Northern Railway	7,452.26	3,773.92	55.98	16,160.11		3,237.49		30,679.76	88.40%
22	Union Pacific Railroad	11,977,805.12	22,373,736.71	1,634,432.97	32,248,330.16	2,147,484.87	3,502,729.19	52,591.86	73,921,927.16	68.55%
23	Wabash Railway	8,270,927.06	12,282,948.82	1,378,262.27	24,086,905.48	297,997.81	1,775,867.09	51,611.32	48,041,297.21	83.31%
	Total	$168,154,772.65	$275,817,723.56	$20,132,267.01	$487,132,504.25	$9,489,645.21	$32,006,877.42	$3,092,646.78	$989,641,143.32	77.90%

TABLE 7A—RAILWAY OPERATING EXPENSES—WITHIN THE STATE

PART 1—AMOUNT OF OPERATING EXPENSES DURING YEAR AND OPERATING RATIO.

Number	Railway Companies	Total: Maintenance of way and structures	Total: Maintenance of equipment	Total: Traffic expenses	Total: Transportation—Rail line	Total: Miscellaneous operations	Total: General expenses	Transportation for investment—Credit	Grand total railway operating expenses	Operating ratio
1	Atchison, Topeka & Santa Fe Railway	$ 264,817.82	$ 373,729.69	$ 26,621.11	$ 754,513.56	----------	$ 39,457.65	$ 2,602.88	$ 1,456,536.95	94.90%
2	Atlantic Northern Railway	15,413.41	4,562.90	370.17	19,297.27	----------	1,628.68	----------	41,272.43	95.12%
3	Chicago, Burlington & Quincy Railroad	2,860,919.29	4,479,938.45	329,042.02	8,242,609.37	$179,888.91	634,467.83	99,606.84	16,627,199.03	88.81%
4	Chicago Great Western Railroad	1,948,396.61	2,945,545.22	406,020.57	5,415,102.83	92,176.90	350,849.70	4,881.03	11,153,210.80	89.52%
5	Mason City & Ft. Dodge Railroad	----------	----------	----------	----------	----------	----------	----------	----------	----------
6	Chicago, Milwaukee & St. Paul Ry.	3,070,150.79	7,393,102.96	414,028.65	11,424,792.79	85,567.30	700,669.97	29,733.54	23,058,578.86	87.02%
7	Chicago & North Western Railway	4,152,426.70	7,332,909.72	433,545.31	12,200,130.31	310,011.28	892,075.25	30,858.88	25,290,239.69	78.00%
8	Chi., St. P., Minn. & Omaha Ry.	254,951.46	362,313.51	29,605.83	895,852.03	15,401.29	61,441.30	1,981.89	1,617,583.53	88.01%
9	Chicago, Rock Island & Pacific Railway	3,811,490.87	6,321,012.42	545,943.74	12,551,299.92	201,389.20	702,498.32	56,404.81	24,077,134.66	85.23%
10	St. Paul & K. C. Short Line R. R.	----------	----------	----------	----------	----------	----------	----------	----------	----------
11	Colfax Northern Railway	5,439.71	2,929.28	166.91	14,453.55	----------	1,712.37	----------	24,701.82	128.28%
12	Thomas W. Griggs R. R. Property	----------	----------	----------	----------	----------	----------	----------	----------	----------
13	Colfax Consolidated Coal	----------	----------	----------	----------	----------	----------	----------	----------	----------
14	Davenport, Rock Island & N. W. Ry.	----------	----------	----------	----------	----------	----------	----------	----------	----------
15	Great Northern Railway	89,348.83	218,656.52	19,797.43	441,652.58	1,325.44	29,126.31	725.16	799,181.95	77.74%
16	Illinois Central Railroad	2,017,297.84	3,430,840.69	241,368.97	5,326,407.17	69,647.13	401,233.44	21,350.10	11,465,445.14	98.87%
17	Dubuque & Sioux City Railroad	----------	----------	----------	----------	----------	----------	----------	----------	----------
18	Manchester & Oneida Railway	5,056.35	1,827.20	868.08	16,119.43	----------	1,122.49	----------	24,993.55	95.56%
19	Minneapolis & St. Louis Railroad	1,162,772.04	1,510,166.47	150,588.13	3,541,650.41	----------	237,915.05	2,003.52	6,601,088.58	89.57%
20	Mus., Burlington & Southern R. R.	52,296.60	30,551.66	6,742.09	95,460.69	----------	14,079.43	----------	199,130.47	104.15%
21	Tabor & Northern Railway	7,452.26	3,773.92	55.98	16,160.11	----------	3,237.49	----------	30,679.76	88.40%
22	Union Pacific Railroad	47,911.23	89,494.97	6,537.72	128,993.32	8,586.94	14,370.90	210.37	295,687.71	136.91%
23	Wabash Railway	498,577.37	552,028.42	82,811.11	1,161,769.76	8,253.43	124,752.92	1,259.50	2,421,933.51	143.28%
	Total	$20,259,719.18	$35,053,383.94	$2,604,113.82	$62,246,265.10	$972,250.82	$4,210,634.10	$251,768.52	$125,184,598.44	86.98%

TABLE 8—SECURITIES HELD AS INVESTMENTS

PART 1—SECURITIES OF NON-CARRIER AND CARRIER COMPANIES AFFILIATED WITH RESPONDENT.

Number	Railway Companies	Non-Carrier Companies: Pledged: Par value of amount held at close of year	Non-Carrier Companies: Pledged: Book value at close of year	Non-Carrier Companies: Unpledged: Par value of amount held at close of year	Non-Carrier Companies: Unpledged: Book value at close of year	Carrier Companies: Pledged: Par value of amount held at close of year	Carrier Companies: Pledged: Book value of close of year	Carrier Companies: Unpledged: Par value of amount held at close of year	Carrier Companies: Unpledged: Book value at close of year
1	Atchison, Topeka & Santa Fe Ry.	$4,297,500.00	$ 300,000.00	$ 54,913,214.02	$18,020,523.64	$ 29,419,833.33	$ 29,422,450.98	$126,328,814.91	$ 86,121,830.37
2	Atlantic Northern Railway	----------	----------	----------	----------	----------	----------	----------	----------
3	Chicago, Burlington & Quincy R. R.	----------	----------	6,456,412.05	6,720,568.39	34,177,066.66	21,917,414.95	15,179,220.07	10,437,802.26
4	Chicago Great Western Railroad	57,700.00	182,700.00	778,093.42	917,493.42	33,142,285.00	310,834.42	97,225.00	147,188.94
5	Mason City & Ft. Dodge Railroad	100,000.00	100,000.00	----------	----------	----------	----------	----------	----------
6	Chicago, Milwaukee & St. Paul Ry.	----------	----------	1,145,600.00	606,370.68	----------	----------	8,643,071.98	5,736,391.35
7	Chicago & North Western Railway	----------	----------	4,760,000.00	345,000.00	----------	----------	18,679,238.65	12,468,816.50
8	Chi., St. Paul, Minn. & Omaha Ry.	----------	----------	----------	----------	----------	----------	867,900.00	349,500.00
9	Chicago, Rock Island & Pacific Ry.	4,280,311.42	1,530,313.42	403,501.61	747,931.82	40,323,158.34	39,834,042.50	19,781,220.00	7,760,297.49
10	St. Paul K. C. Short Line R. R.	----------	----------	----------	----------	----------	----------	----------	----------
11	Colfax Northern Railway	----------	----------	----------	----------	----------	----------	----------	----------
12	Thomas W. Griggs R. R. Property	----------	----------	----------	----------	----------	----------	----------	----------
13	Colfax Consolidated Coal	----------	----------	----------	----------	----------	----------	----------	----------
14	Davenport, Rock Island & N. W. Ry.	----------	----------	----------	----------	----------	----------	----------	----------
15	Great Northern Railway	----------	----------	5,681,447.44	4,532,223.09	119,775,300.00	145,211,747.88	86,643,806.00	60,550,067.06
16	Illinois Central Railway	----------	----------	17,223,220.99	16,792,941.50	42,682,000.00	34,698,402.48	57,663,374.76	50,251,192.50
17	Dubuque & Sioux City Railroad	----------	----------	----------	----------	----------	----------	6,000,000.00	2,836,440.63
18	Manchester & Oneida Railway	----------	----------	----------	----------	----------	----------	----------	----------
19	Minneapolis & St. Louis Railroad	700.00	.01	40,000.00	265,834.81	306,500.00	.02	103,000.00	103,600.00
20	Mus., Burlington & Southern R. R.	----------	----------	----------	----------	----------	----------	----------	----------
21	Tabor & Northern Railway	----------	----------	----------	----------	----------	----------	----------	----------
22	Union Pacific Railroad	----------	----------	13,840,667.37	12,111,843.58	4,000,000.00	3,800,000.00	221,865,142.10	189,832,272.22
23	Wabash Railway	----------	----------	----------	----------	2,382,833.00	2,014,796.00	2,042,700.00	448,805.00
	Total	$8,736,211.42	$2,113,013.43	$104,642,156.90	$60,970,730.93	$306,208,976.33	$277,299,679.32	$563,805,313.47	$427,044,204.41

TABLE 8—SECURITIES HELD AS INVESTMENTS

PART 2—SECURITIES OF NON-AFFILIATED COMPANIES AND INVESTMENTS IN SECURITIES MADE DURING YEAR

Number	Railway Companies	Non-affiliated Companies				Investments in Securities Made During Year		
		Pledged		Unpledged				
		Par value of amount held at close of year	Book value at close of year	Par value of amount held at close of year	Book value at close of year	Par value of securities acquired	Book value at close of year	Cost
1	Atchison, Topeka & Santa Fe Railway	$ 26,734.90	$ 87,282.00	$ 44,559,784.43	$ 44,274,584.70	$23,465,480.26	$23,431,600.32	$23,431,600.32
2	Atlantic Northern Railway							
3	Chicago, Burlington & Quincy Railroad			4,945,052.08	4,951,625.08	6,906,195.35	6,943,430.98	6,943,174.73
4	Chicago Great Western Railroad	75,900.00	63,401.00	3,135,150.00	3,133,796.73	1,908,000.00	1,903,333.73	1,903,333.73
5	Mason City & Ft. Dodge Railroad							
6	Chicago, Milwaukee & St. Paul Railway			5,328,832.22	1,758,591.09	4,479,824.10	2,008,017.40	655,988.55
7	Chicago & North Western Railway			4,364,424.12	4,091,404.27	916,000.00	430,134.22	910,856.54
8	Chicago, St. Paul, Minn. & Omaha Ry.			3,000.00	3,017.00	4,000.00	3,017.00	4,074.00
9	Chicago, Rock Island & Pacific Railway	90,000.00	90,000.00	5,365,646.28	261,384.97	1,046,000.00	1,046,000.00	1,046,000.00
10	St. Paul & Kansas City S. L. R. R.							
11	Colfax Northern Railway							
12	Thomas W. Griggs R. R. Property							
13	Colfax Consolidated Coal							
14	Dav., Rock Island & Northwestern Ry.							
15	Great Northern Railway	1,636,750.00	1,630,055.00	17,649,798.02	10,483,277.15	6,642,364.21	6,628,409.41	6,468,007.42
16	Illinois Central Railroad			15,007,072.03	15,035,512.83	19,406,598.00	19,533,434.00	19,533,434.00
17	Dubuque & Sioux City Railroad			670.00	1.00			
18	Manchester & Oneida Railway							
19	Minneapolis & St. Louis Railroad							
20	Muscatine, Burlington & Southern R. R.							
21	Tabor & Northern Railway							
22	Union Pacific Railroad	26,000,000.00	25,068,949.22	110,558,837.08	110,104,567.17	28,589,510.08	28,328,656.33	28,328,656.33
23	Wabash Railway	1,200,000.00	1.00	1,529,439.00	1,526,308.00	1,575,700.00	1,585,248.00	1,584,673.00
	Total	$29,029,384.90	$26,939,688.25	$ 212,447,705.26	$ 195,624,069.90	$94,939,672.00	$91,841,281.39	$90,809,798.62

TABLE 8—SECURITIES HELD AS INVESTMENTS

PART 3—SECURITIES DISPOSED OF DURING YEAR AND SECURITIES AND OTHER INTANGIBLES OWNED OR CONTROLLED THROUGH NON-REPORTING SUBSIDIARIES AND STOCKS AND LONG TERM DEBT OF RESPONDENT RETIRED AND CANCELLED DURING YEAR

Number	Railway Companies	Securities Disposed During Year			Securities and Other Intangibles Owned or Controlled			Stock and Long Term Debt Retired or Cancelled During Year	
		Par value	Book value	Selling price	Par value of amount held or controlled at close of year	Actual money cost to respondent or subsidiary	Amount at which carried on subsidiary's books at close of year	Year acquired	Par value
1	Atchison, Topeka & Santa Fe Railway	$ 608,645.80	$ 460,682.14	$ 538,695.80	$25,440,772.35	$ 5,800,354.00	$54,081,422.85	1922	$ 2,172,400.00
2	Atlantic Northern Railway								
3	Chicago, Burlington & Quincy Railroad	4,907,873.29	4,345,993.14	4,346,173.54				1922	743,500.00
4	Chicago Great Western Railroad	6,306,975.00	402,715.98	402,715.98				1920	43,400.00
5	Mason City & Ft. Dodge Railroad								
6	Chicago, Milwaukee & St. Paul Railway	457,450.00	356,589.25	391,655.33				1922	25,519,467.25
7	Chicago & North Western Railway	63,000.00	61,797.05	61,588.75				1922	5,021,160.00
8	Chicago, St. Paul, Minn. & Omaha Ry.	5,000.00	5,017.00	5,137.00				1922	271,800.00
9	Chicago, Rock Island & Pacific Railway	5,596,448.15	1,033,474.67	673,680.65				1922	7,318,093.73
10	St. Paul & Kansas City S. L. R. R.								
11	Colfax Northern Railway								
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Dav., Rock Island & Northwestern Ry.								
15	Great Northern Railway	9,664,865.77	8,898,002.78	8,860,608.95	2,301,825.00	2,142,275.14	2,142,276.14	1922	4,768,300.00
16	Illinois Central Railroad	1,446,600.00	1,700,067.00	*108,999.00	22,335,699.30	16,943,749.80	17,097,797.36	Various	3,674,615.00
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway								
19	Minneapolis & St. Louis Railroad							1922	566,616.60
20	Muscatine, Burlington & Southern R. R.								
21	Tabor & Northern Railway								
22	Union Pacific Railroad	18,429,406.90	18,434,287.82	18,429,730.54	14,445,500.00	16,370,023.31	11,559,912.60	Various	491,790.00
23	Wabash Railway	1,956,600.00	1,908,027.00	1,963,633.00				Various	3,417,800.00
	Total	$49,532,864.01	$37,666,653.88	$35,782,618.54	$64,523,796.65	$41,256,402.34	$85,481,408.95		$54,008,942.58

*$1,338,000 Prior lien bonds of Tennessee Central R. R. Co., written off, property sold under foreclosure—no selling price given.
*$ 253,406 Nashville Terminal Realty Co. demand notes written down—no selling price given.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 1—INVESTMENTS

Number	Railway Companies	Investment in road and equipment	Improvements on leased railway property	Sinking funds	Deposits in lieu of mortgaged property sold	Miscellaneous physical property	Investment In Affiliated Companies: Stocks	Bonds	Notes	Advances
1	A., T. & S. F. Ry.	$ 677,341,101.71	$ 2,501,061.12	$ 303.22		$ 3,275,397.28	$ 29,798,917.73	$ 31,490,072.93	$72,575,814.33	$ 32,570,692.08
2	Atlantic Northern Ry.	141,296.93								
3	C., B. & Q. R. R.	535,131,810.21			$ 57,953.96	93,884.71	31,389,082.81	1,496,737.32	6,189,965.47	4,747,990.10
4	C. G. W. R. R.	122,040,890.85				112,877.59	1,320,325.23	25,063.13	212,818.42	150,958.95
5	M. C. & Ft. D. R. R.	44,951,542.46				16,016.08	100,000.00			
6	C., M. & St. P. Ry.	671,778,028.23				3,460,100.74	3,973,423.38	1,847,000.00	522,338.65	5,154,948.04
7	C. & N. W. Ry.	455,737,729.38			40,018.21	747,363.56	12,076,405.44	215,072.50	522,338.65	280,146.81
8	C., St. P., M. & O. Ry.	86,839,382.11			324.01	321,422.03	212,500.00	137,000.00		34,507.57
9	C., R. I. & P. Ry.	280,402,272.46	8,470,871.86			3,319,984.52	27,024,131.59	22,834,952.12	13,501.61	21,571,735.61
10	St. P. & K. C. S. L. R.	13,543,499.96								
11	Colfax Northern Ry.	259.91	255.45							
12	Thos. W. Griggs R. R.	55,108.91								
13	Colfax Consolid'ted Coal	90,921.25								
14	D., R. I. & N. W. Ry.	3,542,561.04								
15	Great Northern Ry.	442,274,758.14	85,471.41	808.15	32,985.74	4,377,590.28	181,833,121.10	26,787,600.50	1,673,316.43	15,642,644.88
16	Illinois Central R. R.	248,254,818.07				1,523,856.17	37,644,144.74	47,363,577.24	16,644,814.50	115,719,149.22
17	Dub. & S. C. R. R.	35,397,579.57		2,669,088.21			2,836,440.63			60,499.52
18	Man. & Oneida Ry.	136,763.04								
19	Minn. & St. L. R. R.	65,315,345.20	523.06		180.00	69,043.19	369,434.84			41,091.28
20	Mus., B. & S. R. R.	1,350,097.73								
21	Tabor & Northern Ry.	91,966.82								
22	Union Pacific Railroad	373,101,564.24	1,427.47		7,297.48	358,107.92	122,964,808.23	81,342,478.01	1,526,739.56	12,074,621.65
23	Wabash Railway	224,310,883.85		1,577.58	950.34	1,998,405.91	1,739,840.33	723,761.00		839,871.68
	Total	$4,281,830,182.07	$11,059,610.37	$2,671,777.16	$139,709.74	$20,519,049.98	$453,282,666.05	$214,263,314.75	$99,881,647.62	$208,807,857.39

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 2—INVESTMENTS—Continued

Number	Railway Companies	Other Investments: Stocks	Bonds	Notes	Advances	Miscellaneous	Total investments December 31, 1922	Total investments December 31, 1921	Increase or decrease 1922
1	Atchison, Topeka & S. F. Ry.	$ 377,161.46	$ 40,856,649.55	$ 3,128,065.69	$441,690.84		$ 894,356,917.94	$ 847,454,199.61	$ 46,902,718.33
2	Atlantic Northern Railway						141,296.93	140,158.09	1,138.84
3	Chicago, Bur. & Quincy R. R.	255,510.00	4,474,393.35	221,446.73		$ 275.00	584,904,049.66	561,664,171.97	23,239,877.69
4	Chicago Great Western R. R.	501.00	790,238.00	2,406,458.73			127,069,131.90	124,481,727.61	2,587,404.29
5	Mason City & Ft. D. R. R.						45,067,558.54	45,065,865.07	1,693.47
6	Chicago, Mil. & St. P. Ry.	657,211.54	665,579.55	435,800.00	447,737.57		688,942,167.70	692,472,205.11	*3,530,037.41
7	Chicago & North Western Ry.	3,910,575.93	151,770.00			29,058.34	473,710,478.82	471,952,898.12	1,757,580.70
8	C., St. P., Minn. & O. Ry.					3,017.97	87,548,153.69	87,059,402.67	488,751.02
9	Chicago, Rock Island & P. Ry.	135,388.69	91,100.00	124,896.28			363,988,834.74	364,420,135.24	*431,300.50
10	St. P. & K. C. S. L. R. R.						13,543,499.96	13,486,515.70	56,984.26
11	Colfax Northern Ry.						515.36	515.36	
12	Thos. W. Griggs R. R. Prop.						55,108.91	55,108.91	
13	Colfax Consolidated Coal						90,921.25	92,958.93	*2,037.68
14	Dav., Rock Island & N. W. Ry.						3,542,561.04	3,544,076.97	*1,515.93
15	Great Northern Railway	1,284,720.93	8,825,885.20	872,504.00	76,432.52	1,130,222.02	684,898,061.30	671,974,905.61	12,923,155.69
16	Illinois Central Railroad	51,050.00	7,472,499.80	7,510,650.53		1,321.50	482,185,872.77	451,798,127.96	30,387,744.81
17	Dubuque & Sioux City R. R.	1.00					40,963,608.93	40,163,575.41	800,033.52
18	Manchester & Oneida Ry.						136,763.04	136,138.75	624.29
19	Minn. & St. Louis Railroad						65,796,617.57	65,801,823.07	*6,205.50
20	Mus., Bur. & Southern R. R.						1,350,097.73	1,347,814.86	2,282.87
21	Tabor & Northern Ry.						91,966.82	91,966.82	
22	Union Pacific Railroad	28,667,656.28	106,366,860.14	139,000.00			726,550,650.98	722,775,322.81	3,775,328.17
23	Wabash Railway	12,457.88	1.00	1,509,843.75		4,006.00	231,141,599.32	229,753,945.70	1,387,653.62
	Total	$35,352,234.71	$169,694,967.59	$16,348,655.71	$965,860.93	$1,167,900.83	$5,516,075,434.90	$5,395,733,560.35	$120,341,874.55

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 3—CURRENT ASSETS

Number	Railway Companies	Cash	Demand loans and deposits	Time drafts and deposits	Special deposits	Loans and bills receivable	Traffic and car service balances receivable	Net balance receivable from agents and conductors	Miscellaneous accounts receivable	Material and supplies
1	A., T. & S. F. Ry.	$ 36,169,632.78			$ 268,059.19	$1,120,631.33	$ 4,215,758.42	$ 1,349,533.97	$ 7,770,940.38	$ 25,193,163.81
2	Atlantic Northern Ry.	428.33			3,000.00		322.56	57.73	506.02	2,384.65
3	C., B. & Q. R. R.	28,419,516.59		$ 51,035.98	90,642.73	84,576.76	2,050,070.69	3,987,938.39	6,011,569.00	15,503,525.44
4	C. G. W. R. R.	1,899,041.96			22,727.50	1,050.66	200,774.17	198,263.49	1,098,339.68	1,519,585.26
5	M. C. & Ft. D. R. R.									
6	C., M. & St. P. Ry.	5,681,896.89			21,578,361.12	34,615.72	1,114,381.69	4,455,244.58	4,591,695.13	13,330,148.16
7	C. & N. W. Ry.	23,014,184.59			21,100.00		777,663.44	3,182,105.37	4,186,926.24	11,119,430.77
8	C., St. P., M. & O. Ry.	4,190,419.01			1,000.00		153,854.83	737,214.82	1,007,419.11	1,782,231.27
9	C., R. I. & P. Ry.	6,286,957.91			168,547.78	124,089.07	896,692.11	1,156,123.96	3,739,141.29	9,910,884.33
10	St. P. & K. C. S.L. R.R.									
11	Colfax Northern Ry.	31.80					2,549.64	373.09	881.87	375.23
12	T. W. Griggs R. R. Prop.									46.50
13	Colfax Consolid'ted Coal.									1,334.25
14	D., R. I. & N. W. Ry.	4,804.21						3,919.78	196,367.21	25,182.51
15	Great Northern Ry.	14,005,364.07	$ 35,000.00	5,550,000.00	1,062,206.57	9,115.09	1,521,858.63	3,230,658.30	10,784,209.89	8,120,092.07
16	Illinois Central R. R.	10,469,752.29			7,418,667.92	37,644.48	2,670,880.89	4,068,137.04	5,172,902.20	13,022,309.91
17	Dub. & S. C. R. R.				743.82					
18	Man. & Oneida Ry.	2,442.13				19,521.10	918.10	189.07	346.62	76.02
19	Minn. & St. L. R. R.	354,332.74			205.00	169,122.88	198,575.16	516,391.00	1,278,445.08	1,167,661.70
20	Mus., B. & S. R. R.	2,457.25					8,679.75	6,673.45	8,980.78	18,615.89
21	Tabor & Northern Ry.	3,718.43					229.24	988.57	1,293.68	
22	Union Pacific Railroad	3,691,365.82	11,500,000.00		45,186.92	2,562,218.39	3,067,213.18	750,619.66	3,313,230.89	12,814,090.26
23	Wabash Railway	3,827,608.96			1,290.00	2,849,125.00	980,714.35	721,871.91	2,475,855.48	3,925,326.94
	Total	$138,023,955.76	$11,535,000.00	$5,601,035.98	$30,681,738.55	$7,011,710.48	$17,861,136.79	$24,366,304.18	$51,639,050.55	$117,456,464.97

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 4—CURRENT ASSETS—Continued—AND DEFERRED ASSETS

Number	Railway Companies	Current Asets			Total current assets December 31, 1922	Total current assets December 31, 1921	Increase or decrease 1922	Deferred Assets	
		Interest and dividends receivable	Rents receivable	Other current assets				Working fund advances	Insurance and other funds
1	Atchison, Topeka & Santa Fe Railway	$ 5,755,370.88		$ 258,652.53	$ 82,101,743.29	$112,059,163.07	$*29,957,419.78	$ 22,494.55	$2,329,373.43
2	Atlantic Northern Railway			4.76	6,703.99	11,818.50	*5,114.51		
3	Chicago, Burlington & Quincy Railroad			940,273.37	57,139,148.95	42,602,193.35	14,536,955.60	217,421.02	
4	Chicago Great Western Railroad	50,589.14		54,965.62	5,054,337.48	7,248,935.17	*2,194,597.69	17,230.06	
5	Mason City & Ft. Dodge Railroad								
6	Chicago, Milwaukee & St. Paul Railway	392,026.12			51,178,369.41	38,694,669.23	12,483,700.18	220,049.47	
7	Chicago & North Western Railway			813,386.38	43,114,796.79	42,698,649.60	416,147.19	2,968,968.93	
8	Chicago, St. Paul, Minn. & Omaha Ry.				7,872,139.04	5,663,484.69	2,208,654.35	13,680.63	
9	Chicago, Rock Island & Pacific Railway	370,142.79	$ 91,007.93	884,751.40	23,628,338.57	39,735,076.34	*16,106,737.77	174,816.83	
10	St. Paul & Kansas City S. L. R. R.		185,461.04		185,461.04	181,911.78	3,549.26		
11	Colfax Northern Railway				4,211.63	2,709.91	1,501.72		
12	Thomas W. Griggs R. R. Property		8,754.36		8,800.86	6,623.36	2,177.50		
13	Colfax Consolidated Coal		43,375.00		44,709.25	39,292.04	5,417.21		
14	Dav., Rock Island & Northwestern Ry.			538.67	230,812.38	335,734.34	*104,921.96		
15	Great Northern Railway	6,150,180.50		122,132.60	50,590,817.72	57,237,605.01	*6,646,787.29	48,634.84	
16	Illinois Central Railroad	702,123.48			43,562,418.21	42,717,150.48	845,267.73	32,291.09	
17	Dubuque & Sioux City Railroad				743.82	743.82			
18	Manchester & Oneida Railway			891.14	24,384.18	21,027.93	3,356.25		
19	Minneapolis & St. Louis Railroad	3,023.98			3,687,757.54	3,967,380.87	*279,623.33	2,427.53	
20	Muscatine, Burlington & Southern R. R.			630.57	46,037.69	97,201.13	*51,163.44		
21	Tabor & Northern Railway				6,229.92	3,460.03	2,769.89		
22	Union Pacific Railroad	2,632,255.86	56,163.01	240,573.75	40,672,917.74	40,577,142.97	95,774.77	43,002.02	
23	Wabash Railway	70,614.12	18,530.00	307,209.41	15,178,146.17	22,074,383.02	*6,896,236.85	165,003.63	5,824.48
	Total	$16,135,326.87	$403,291.34	$3,624,010.20	$424,339,025.67	$455,976,356.64	$*31,637,330.97	$3,926,010.60	$2,335,197.91

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 5—DEFERRED ASSETS—Continued—AND UNADJUSTED DEBITS

Number	Railway Companies	U. S. government deferred assets	Other deferred assets	Total deferred assets December 31, 1922	Total deferred assets December 31, 1921	Increase or decrease 1922	Unadjusted Debits: Rents and insurance premiums paid in advance	Unadjusted Debits: Discount on capital stock	Unadjusted Debits: Discount on funded debt
1	Atchison, Topeka & Santa Fe Railway	$ 4,218.86	$ 3,838,800.27	$ 6,194,887.11	$ 49,884,336.30	$ *43,689,449.19	$ 65,414.18		
2	Atlantic Northern Railway								$ 4,042,759.73
3	Chicago, Burlington & Quincy Railroad	41,973.00	356,042.13	615,436.15	625,699.75	*10,263.60	151,106.48		514,403.21
4	Chicago Great Western Railroad			17,230.06	5,177,261.21	*5,160,031.15	35,901.72		
5	Mason City & Ft. Dodge Railroad		16,546.04	16,546.04	16,546.04				
6	Chicago, Milwaukee & St. Paul Railway	2,026.50	490,137.66	712,213.63	362,495.60	349,718.03	96,221.30		
7	Chicago & North Western Railway			2,968,958.93	123,281.63	2,845,677.30	17,630.01		
8	Chicago, St. Paul, Minn. & Omaha Ry.		54,559.72	68,240.35	56,008.68	12,231.67	388.49		166,246.25
9	Chicago, Rock Island & Pacific Railway	20,767.13	5,628.00	201,211.96	27,216,799.03	*27,015,587.07	182,170.56		
10	St. Paul & Kansas City S. L. R. R.								
11	Colfax Northern Railway						98.87		
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Dav., Rock Island & Northwestern Ry.	146,931.66		146,931.66	146,931.66				
15	Great Northern Railway		4,176,900.00	4,225,534.84	2,759,529.23	1,466,005.61	33,884.99		2,646,387.91
16	Illinois Central Railroad		94,897.70	127,188.79	55,449,054.75	*55,321,865.96			2,519,308.35
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway								
19	Minneapolis & St. Louis Railroad	6,255,258.03	36,937.41	6,294,622.97	6,293,833.91	789.06	4,206.75	8,339,182.50	2,464,802.32
20	Muscatine, Burlington & Southern R. R.		6,804.31	6,804.31	6,804.31		1,131.83		791.60
21	Tabor & Northern Railway							2,900.00	
22	Union Pacific Railroad		2,417,520.34	2,460,522.36	5,462,608.69	*3,002,086.33	1,091.87		
23	Wabash Railway		1,872.29	172,700.40	11,476,139.37	*11,303,438.97	31,619.13		188,934.00
	Total	$6,471,175.18	$11,496,645.87	$24,229,029.56	$165,057,330.16	$*140,828,300.60	$620,866.18	$8,342,082.50	$12,543,723.37

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 6—UNADJUSTED DEBITS—Continued—AND GRAND TOTAL ASSETS

Number	Railway Companies	U. S. Government unadjusted debits	Other unadjusted debits	Total unadjusted debits December 31, 1922	Total unadjusted debits December 31, 1921	Increase or decrease 1922	Grand Total Assets: Grand total December 31, 1922	Grand Total Assets: Grand total December 31, 1921	Grand Total Assets: Increase or decrease 1922
1	Atchison, Topeka & S. F. Ry.	$ 500,000.00	$ 2,271,195.99	$ 2,836,610.17	$ 18,753,149.76	$*15,916,539.59	$ 985,490,158.51	$1,028,150,848.74	$*42,660,690.23
2	Atlantic Northern Railway		1,904.43	1,904.43	7,551.58	*5,647.15	149,905.35	159,528.17	*9,622.82
3	Chicago, Bur. & Quincy R. R.	14,341,964.87	4,590,841.44	23,126,672.52	21,115,305.50	2,011,367.02	665,785,307.28	626,007,370.57	39,777,936.71
4	Chicago Great Western R. R.	3,438,400.00	4,236,947.91	8,225,742.84	7,694,851.32	530,891.52	140,366,442.28	144,602,775.31	*4,236,333.03
5	Mason City & Ft. D. R. R.		3,548,711.48	3,548,711.48	2,722,260.03	826,451.45	48,632,816.06	47,804,671.14	828,144.92
6	Chicago, Mil. & St. P. Ry.		2,827,220.70	2,923,442.00	3,170,791.64	*247,349.64	743,756,192.74	734,700,161.58	9,056,031.16
7	Chicago & North Western Ry.		3,055,664.59	3,073,294.60	7,358,169.98	*4,284,875.38	522,867,529.14	522,132,999.33	734,529.81
8	C., St. P., Minn. & O. Ry.		863,097.09	1,029,731.83	1,409,136.83	*379,405.00	96,518,204.91	94,188,632.87	2,330,232.04
9	Chicago, Rock Island & P. Ry.	725,578.49	7,609,771.51	8,517,520.56	21,261,335.56	*12,743,815.00	396,335,905.83	452,633,346.17	*56,297,440.34
10	St. P. & K. C. S. L. R. R.						13,728,961.00	13,668,427.48	60,533.52
11	Colfax Northern Ry.		48.93	147.80	113.05	34.75	4,874.79	3,338.32	1,536.47
12	Thos. W. Griggs R. R. Prop.				12,029.15	*12,029.15	63,909.77	73,761.42	*9,851.65
13	Colfax Consolidated Coal		3,722.71	3,722.71	3,460.38	262.33	139,353.21	135,711.35	3,641.86
14	Dav., Rock Island & N. W. Ry.		53,000.00	53,000.00		53,000.00	3,973,305.68	4,026,742.97	*53,437.89
15	Great Northern Railway	4,630,693.18	3,126,667.83	10,437,633.91	7,110,261.47	3,327,372.44	750,152,047.77	739,082,301.32	11,069,746.45
16	Illinois Central Railroad		4,311,476.04	6,830,784.39	5,966,870.37	863,914.02	532,706,264.16	555,931,293.56	*23,224,929.40
17	Dubuque & Sioux City R. R.						40,964,352.75	40,164,319.23	800,033.52
18	Manchester & Oneida Ry.	762.20		762.20	16,844.03	*16,081.83	161,909.42	174,010.71	*12,101.29
19	Minneapolis & St. Louis R. R.	3,367,348.46	2,979,415.08	17,154,955.11	17,211,217.46	*56,262.35	92,932,953.19	93,274,255.31	*341,302.12
20	Mus., Bur. & Southern R. R.		7.00	1,930.43	2,801.92	*871.49	1,404,870.16	1,454,622.22	*49,752.06
21	Tabor & Northern Ry.			2,900.00	2,900.00		101,096.74	98,326.85	2,769.89
22	Union Pacific Railroad	4,448,319.91	1,436,996.22	5,886,408.00	5,843,720.12	42,687.88	775,570,499.08	774,658,794.59	911,704.49
23	Wabash Railway		4,589,696.61	4,810,249.74	7,584,542.17	*2,774,292.43	251,302,695.63	270,889,010.26	*19,586,314.63
	Total	$31,453,067.11	$45,506,385.56	$92,466,124.72	$127,247,312.32	$*28,781,187.60	$6,063,109,614.85	$6,144,914,559.47	$*80,904,944.62

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 7—CAPITAL STOCK AND GOVERNMENTAL GRANTS

Number	Railway Companies	Capital Stock						Governmental Grants		
		Capital stock	Stock liability for conversion	Premium on capital stock	Total stock December 31, 1922	Total stock December 31, 1921	Increase or decrease 1922	December 31, 1922	December 31, 1921	Increase or decrease 1922
1	Atchison, Topeka & S. F. Ry.	$ 351,226,200.00			$ 351,226,200.00	$ 349,571,200.00	$ 1,655,000.00			
2	Atlantic Northern Railway	111,225.00			111,225.00	111,225.00				
3	Chicago, Bur. & Quincy R. R.	170,839,100.00			170,839,100.00	170,839,100.00				
4	Chicago Great Western R. R.	89,137,115.00			89,137,115.00	89,137,115.00				
5	Mason City & Ft. D. R. R.	32,841,152.00			32,841,152.00	32,841,152.00				
6	Chicago, Mil. & St. P. Ry.	233,251,800.00		$ 36,183.87	233,287,983.87	233,287,983.87		$ 32,405.34	$ 27,002.08	$ 5,403.26
7	Chicago & North Western Ry.	167,572,500.00	$ 4,263.82	29,657.75	167,606,421.57	167,606,681.57	*260.00			
8	C., St. P., Minn. & O. Ry.	29,816,000.00	2,945.78		29,818,945.78	29,818,945.78				
9	Chicago, Rock Island & P. Ry.	128,916,211.50	122,800.00		129,039,011.50	129,040,511.50	*1,500.00			
10	St. P. & K. C. S. L. R. R.	50,000.00			50,000.00	50,000.00				
11	Colfax Northern Ry.	10,000.00			10,000.00	10,000.00				
12	Thos. W. Griggs R. R. Prop.									
13	Colfax Consolidated Coal									
14	Dav., Rock Island & N. W. Ry.	3,000,000.00			3,000,000.00	3,000,000.00				
15	Great Northern Railway	249,477,150.00		81,268.44	249,558,418.44	249,558,418.44		289,454.33	180,394.21	109,060.12
16	Illinois Central Railroad	120,225,466.67			120,225,466.67	109,295,866.67	10,929,600.00	32,272.14	37,272.14	*5,000.00
17	Dubuque & Sioux City R. R.	11,759,500.00			11,759,500.00	11,759,500.00		285.33	285.33	
18	Manchester & Oneida Ry.	62,745.00			62,745.00	62,745.00				
19	Minneapolis & St. Louis R. R.	24,967,711.20	824,888.80		25,792,600.00	25,792,600.00		8,535.35	2,562.25	5,973.10
20	Mus., Bur. & Southern R. R.	750,000.00			750,000.00	750,000.00				
21	Tabor & Northern Ry.	32,200.00			32,200.00	32,200.00				
22	Union Pacific Railroad	321,835,100.00			321,835,100.00	321,835,100.00		18,014.91	15,055.03	2,959.88
23	Wabash Railway	138,120,699.51			138,120,699.51	138,120,699.51				
	Total	$2,074,001,875.88	$954,898.40	$147,110.06	$2,075,103,884.34	$2,062,521,044.34	$12,582,840.00	$380,967.40	$262,571.04	$118,396.36

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 8—LONG TERM DEBT AND CURRENT LIABILITIES

Number	Railway Companies	Long Term Debt					Current Liabilities		
		Funded debt unmatured	Open accounts	Total long term debt December 31, 1922	Total long debt December 31, 1921	Increase or decrease, 1922	Loans and bills payable	Traffic and car service balances payable	Audited accounts and wages payable
1	A., T. & S. F. Ry.	$ 287,722,593.60		$ 287,722,593.60	$ 289,888,269.20	$ *2,165,675.60		$ 1,394,306.32	$ 13,814,290.58
2	Atlantic Northern Ry.							7.74	
3	C., B. & Q. R. R.	203,200,000.00		203,200,000.00	173,619,300.00	29,580,700.00		2,921,426.25	11,734,309.47
4	C. G. W. R. R.	30,515,146.20	$ 45,845.62	30,560,991.82	28,752,973.00	1,808,018.82	$ 240,000.00	1,127,836.49	1,811,907.15
5	M. C. & Ft. D. R. R.	12,000,000.00	7,191.39	12,007,191.39	12,007,191.39				
6	C., M. & St. P. Ry.	408,548,880.40		408,548,880.40	375,537,347.65	33,011,532.75	11,395,029.48	3,400,513.30	15,111,763.49
7	C. & N. W. Ry.	235,516,700.00		235,516,700.00	238,450,000.00	*2,933,900.00		3,627,030.21	7,350,720.51
8	C., St. P., M. & O. Ry.	47,434,400.00		47,434,400.00	45,001,200.00	2,433,200.00		945,570.80	2,257,103.67
9	C., R. I. & P. Ry.	208,832,395.98	1,072,996.97	209,905,392.95	203,259,358.84	6,645,934.11		1,633,216.85	9,546,900.90
10	St. P. & K. C. S. L. R. R.	13,329,395.00	90,558.31	13,419,953.31	13,344,378.75	75,574.56			
11	Colfax Northern Ry.						10,970.20	673.00	10,456.98
12	Thos. W. Griggs R. R. Prop.		18,792.40	18,792.40	17,022.83	1,769.57			
13	Colfax Consolid'ted Coal								
14	D., R. I. & N. W. Ry.		643,176.91	643,176.91	640,833.71	2,343.20		2,679.55	52,410.93
15	Great Northern Ry.	290,929,415.16	570,553.88	291,499,969.04	266,217,371.71	25,282,597.33	6,500,000.00	461,865.37	7,827,541.74
16	Illinois Central R. R.	273,014,045.00		273,014,045.00	264,962,885.00	8,051,160.00		3,834,162.44	18,407,355.38
17	Dub. & S. C. R. R.	8,023,074.76	17,989,549.47	26,012,624.23	25,386,012.31	626,611.92			25.00
18	Man. & Oneida Ry.	65,000.00		65,000.00	65,000.00			11,735.18	
19	Minn. & St. L. R. R.	46,833,614.79		46,833,614.79	47,400,231.39	*566,616.60	4,540,000.00	478,301.37	3,474,339.24
20	Mus., B. & S. R. R.	569,900.00		569,900.00	569,900.00			204,149.93	67,282.45
21	Tabor & Northern Ry.	43,000.00		43,000.00	43,000.00		9,100.00	2,719.79	
22	Union Pacific Railroad	229,468,105.00	4,179,828.34	233,647,933.34	226,746,736.03	6,901,197.31		1,495,730.53	9,787,680.25
23	Wabash Railway	77,835,835.23		77,835,835.23	73,096,035.23	4,739,800.00		1,690,627.52	5,454,197.32
	Total	$2,373,881,411.12	$24,618,493.29	$2,398,499,904.41	$2,285,005,657.04	$113,494,247.37	$22,695,099.68	$23,232,552.64	$106,708,285.06

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 9—CURRENT LIABILITIES—Continued.

Number	Railway Companies	Current Liabilities							
		Miscellaneous accounts payable	Interest matured unpaid	Dividends matured unpaid	Funded debt matured unpaid	Unmatured dividends declared	Unmatured interest accrued	Unmatured rents accrued	Other current liabilities
1	Atchison, Topeka & Santa Fe Railway	$ 1,901,839.71	$ 814,029.28	$ 205,680.70	$ 2,000.00	$ 6,511,840.00	$ 3,319,710.20	$ 468,458.77	$ 720,027.00
2	Atlantic Northern Railway								
3	Chicago, Burlington & Quincy R. R.	582,788.04	1,045,522.00		11,600.00		1,761,216.66		1,200,581.35
4	Chicago Great Western Railroad	185,820.08	21,307.50				371,142.92	143,057.47	126,480.89
5	Mason City & Ft. Dodge Railroad		960,000.00						
6	Chicago, Milwaukee & St. Paul Ry	2,408,390.70	5,567,431.16		17,400.00		2,973,954.81	526,329.81	
7	Chicago & North Western Railway	441,619.68	938,251.59	11,387.70	21,100.00	4,412,637.50	2,196,955.79		476,885.09
8	Chicago, St. Paul, Minn. & Omaha Ry	154,938.42	69,991.00	557.50	1,500.00	857,993.00	449,011.83		
9	Chicago, Rock Island & Pacific Ry	307,647.57	1,008,460.18	496.00	188,000.00		1,991,766.65	760,899.45	
10	St. Paul & Kansas City Short Line R. R.					185,461.04			
11	Colfax Northern Railway		3,377.35				492.52	1,188.11	51,216.70
12	Thomas W. Griggs R. R. Property				33,500.00		460.63		
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & Northwestern Ry								44,126.24
15	Great Northern Railway	7,890,019.66	7,637,493.23	23,747.25	1,200.00		282,188.92		169,192.24
16	Illinois Central Railroad	3,656,536.04	1,940,789.25	52,098.35	104,766.16	2,237,951.75	1,717,685.70	39,000.62	269,702.42
17	Dubuque & Sioux City Railroad	510,324.91	83,646.48		500.00		16,375.00		
18	Manchester & Oneida Railway						3,250.00		
19	Minneapolis & St. Louis Railroad	102,860.86	158,359.93				864,920.05	761.65	
20	Muscatine, Burlington & Southern R. R.	4,544.30	68,388.00						
21	Tabor & Northern Railway	3,494.54					528.77		
22	Union Pacific Railroad	6,466,144.26	3,247,023.80	5,892,345.96			1,049,891.66	51,301.85	26,501.49
23	Wabash Railway	486,198.56	237,108.25		1,200.00		1,025,911.57	184,027.98	447,146.57
	Total	$25,103,167.39	$23,801,179.00	$ 6,186,913.46	$382,766.16	$14,205,883.29	$18,025,463.68	$2,175,025.66	$3,621,859.99

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 10—CURRENT LIABILITIES—Continued—AND DEFERRED LIABILITIES.

Number	Railway Companies	Current Liabilities			Deferred Liabilities				
		Total current liabilities December 31, 1922	Total current liabilities December 31, 1921	Increase or decrease 1922	U. S. Government deferred liabilities	Other deferred liabilities	Total deferred liabilities December 31, 1922	Total deferred liabilities December 31, 1921	Increase or decrease 1922
1	Atchison, Topeka & Santa Fe Ry	$ 29,152,182.56	$ 26,784,160.15	$ 2,368,022.41	$ 10,551.17	$ 637,291.68	$ 647,842.85	$ 86,744,941.95	*$ 86,097,099.10
2	Atlantic Northern Railway	7.74	2,738.40	*2,730.66		1.69	1.69		1.69
3	Chicago, Burlington & Quincy R. R.	19,347,443.77	15,843,483.96	3,503,959.81	937,105.03	100,548.56	1,037,653.59	1,312,902.19	*255,248.60
4	Chicago Great Western Railroad	4,027,552.50	4,046,772.58	*19,220.08		14,106.95	14,106.95	6,619,996.42	*6,605,889.47
5	Mason City& Ft. Dodge Railroad	960,000.00	480,000.00	480,000.00					
6	Chicago, Milwaukee & St. Paul Ry	41,400,812.75	62,576,846.67	*21,176,033.92	4,553.47	609,668.11	614,221.58	364,951.79	249,269.79
7	Chicago & North Western Ry	19,476,588.07	18,202,526.72	1,274,061.35		25,953.49	25,953.49	9,685.80	16,267.69
8	Chicago, St. P., Minn. & O. Ry	4,736,666.22	4,386,651.74	350,014.48		7,985.15	7,985.15		7,985.15
9	Chicago, Rock Island & Pacific Ry	15,437,387.60	28,721,864.56	*13,284,476.96	19,374.86	868,747.64	888,122.50	46,581,888.07	*45,693,765.57
10	St. Paul & Kansas City S. L. R. R.	185,461.04	181,911.78	3,549.26					
11	Colfax Northern Railway	78,374.86	65,298.71	13,076.15					
12	Thomas W. Griggs R. R. Prop	33,960.63	33,960.63						
13	Colfax Consolidated Coal								
14	Dav., Rock Island & N. W. Ry	99,216.72	210,857.64	*111,640.92	99,520.10		99,520.10	99,696.66	*176.56
15	Great Northern Railway	30,793,248.41	42,688,778.97	*11,895,530.56	63,126.85	4,607,983.69	4,671,110.54	3,112,993.46	1,558,117.08
16	Illinois Central Railroad	32,260,648.11	27,413,508.93	4,847,139.18		107,028.41	107,028.41	71,303,150.97	*71,196,122.56
17	Dubuque & Sioux City Railroad	610,871.39	610,871.39						
18	Manchester & Oneida Railway	14,985.18	18,782.24	*3,797.06					
19	Minneapolis & St. Louis Railroad	9,619,543.10	8,662,238.23	957,304.87	6,029,152.08	16,124.28	6,045,276.36	6,055,763.44	*10,487.08
20	Mus., Bur. & Southern R. R.	344,364.68	316,355.54	28,009.14	46,000.00		46,000.00	46,000.00	
21	Tabor & Northern Railway	15,843.10	12,950.61	2,892.49					
22	Union Pacific Railroad	28,016,619.80	27,991,668.53	24,951.27	114.09	671,781.37	671,895.46	975,484.06	*303,588.60
23	Wabash Railway	9,526,417.72	12,591,320.38	*3,064,902.66		32,039.47	32,039.47	25,170,637.90	*25,138,598.43
	Total	$246,138,195.95	$281,843,548.36	*$35,705,352.41	$7,229,497.65	$7,699,260.49	$14,928,758.14	$248,398,092.71	*$233,469,334.57

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 11—UNADJUSTED CREDITS

Number	Railway Companies	Tax liability	Premium on funded debt	Insurance and casualty reserves	Operating reserves	Accrued Depreciation: Road	Accrued Depreciation: Equipment	Accrued Depreciation: Miscellaneous physical property	U. S. Government unadjusted credits	Other unadjusted credits
1	Atchison, Topeka & Santa Fe Ry.	$11,805,326.52			$ 2,978,633.01	$ 768,711.62	$ 66,132,470.06			$ 4,672,028.74
2	Atlantic Northern Railway	542.12				1,269.51	1,376.80			.39
3	Chi., Burlington & Quincy R. R.	8,274,578.25		$ 1,563,540.25	4,526,253.87		61,462,294.94			4,078,126.64
4	Chicago Great Western Railroad	774,915.90					1,467,455.22		$ 3,185,000.00	4,626,224.54
5	Mason City & Ft. Dodge R. R.						133,830.52			2,508,418.87
6	Chi., Mil. & St. Paul Ry.	6,065,323.72		3,247,816.62	703,394.99		23,222,398.44			3,070,714.28
7	Chicago & North Western Ry.	5,742,000.00	615,376.14				32,112,615.56			1,065,727.58
8	C., St. P. M. & O. Ry.	506,706.87	236,059.82				5,851,278.32			125,897.47
9	Chi., Rock Island & Pacific Ry.	4,193,741.02			481,071.55		16,214,277.27			4,123,198.01
10	St. P. & K. C. S. L. R. R.									
11	Colfax Northern Railway	973.99								
12	Thos. W. Griggs R. R. Prop.						16,780.52			
13	Colfax Consolidated Coal					42,403.10	2,550.00			
14	Dav., Rock Island & N. W. Ry.	53,000.00					77,476.65			2,258.28
15	Great Northern Railway	5,204,362.05		2,152,408.39	286,063.15	2,145,382.06	33,142,076.28	$10,066.01	2,130,693.18	1,831,694.76
16	Illinois Central Railroad	7,163,266.66		2,877,886.57	1,404,702.16		35,005,312.76			7,085,868.42
17	Dubuque & Sioux City R. R.									
18	Manchester & Oneida Railway					5,918.29				
19	Minneapolis & St. Louis R. R.	661,687.38	223,225.64	149,478.64	217,698.93		2,653,703.63		289,101.23	950,663.93
20	Mus., Burlington & S'n R. R.	22,225.53			47,199.40	900.00	28,918.12		99,189.63	211.19
21	Tabor & Northern Railway		1,400.00				1,379.40			
22	Union Pacific Railroad	3,446,438.89		558,372.26		211,045.95	21,940,872.61		4,448,319.91	6,751,088.64
23	Wabash Railway	1,323,839.30		2,915.07	696,123.71		4,338,743.58			2,016,350.16
	Total	$55,238,928.20	$1,076,061.60	$10,552,417.30	$11,341,140.77	$3,175,639.56	$303,806,810.68	$10,066.01	$10,152,294.95	$42,908,471.90

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 12—TOTAL UNADJUSTED CREDITS AND CORPORATE SURPLUS.

Number	Railway Companies	Total unadjusted credits December 31, 1922	Total unadjusted credits December 31, 1921	Increase or decrease 1922	Corporate Surplus: Additions to property through income and surplus	Corporate Surplus: Funded debt retired through income and surplus	Corporate Surplus: Sinking fund reserves	Corporate Surplus: Miscellaneous fund reserves	Corporate Surplus: Appropriated surplus not specifically invested	Corporate Surplus: Total appropriated surplus
1	A. T. & S. F. Ry.	$ 86,357,169.98	$ 80,072,644.80	$6,284,525.18	$ 86,124,866.20	$ 85,993.69	$ 181,069.39	$2,329,373.43	$ 583,041.82	$ 89,304,344.53
2	Atlantic Northern Ry.	3,188.82	2,476.39	712.43	36,885.66				12,875.00	49,760.66
3	C., B. & Q. R. R.	79,904,793.95	87,095,287.41	*7,190,493.46	119,773.77	42,867,190.00	202,711.63			43,189,675.40
4	Chi. Great Western R. R.	10,053,595.66	11,653,822.94	*1,600,227.28	50,631.48					50,631.48
5	M. C. & Ft. D. R. R.	2,642,249.39	2,784,847.85	*142,598.46						
6	C., M. & St. P. Ry.	36,309,647.45	33,755,348.18	2,554,299.27	728,461.73	202,000.00	3,236.66			933,698.39
7	C. & N. W. Ry.	39,535,719.28	37,181,619.73	2,354,099.55	2,210,143.55					2,210,143.55
8	C., St. P., M. & O. Ry.	6,719,942.48	6,602,922.32	117,020.16	1,104,294.06					1,104,294.06
9	C., R. I. & P. Ry.	25,012,287.85	31,672,785.91	*6,660,498.06	235,659.23					235,659.23
10	St. P. & K. C. S. L. R. R.				10,907.66					10,907.66
11	Colfax Northern Ry.	973.99	15,224.39	*14,250.40						
12	T. W. Griggs R. R. Prop.	16,780.52	15,697.88	1,082.64						
13	Colfax Consolidated Coal	44,953.10	40,832.34	4,120.76						
14	D., R. I. & N. W. Ry.	132,734.93	77,197.77	55,537.16						
15	Great Northern Ry.	46,902,745.88	47,952,546.36	*1,049,800.48	37,200,456.93	1,450,025.39	17,693.34		925,921.93	39,594,097.59
16	Illinois Central R. R.	53,537,036.57	46,664,175.64	6,872,860.93	7,897,314.37					7,897,314.37
17	D. &. S. C. R. R.				291,536.09		2,669,088.21			2,960,624.30
18	Man. & Oneida Ry.	5,918.29	5,618.29	300.00	2,847.40					2,847.40
19	Minn. & St. L. R. R.	5,145,559.38	4,662,583.04	482,976.34	49,348.32					49,348.32
20	M., B. & S. R. R.	198,634.87	182,100.75	16,534.12	310.00					310.00
21	Tabor & Northern Ry.	2,779.40	2,077.68	701.72						
22	Union Pacific R. R.	37,356,138.26	37,932,222.58	*576,084.32	19,362,226.16				19,120,316.50	38,482,542.66
23	Wabash Railway	8,377,971.82	7,666,442.44	711,529.38	78,823.11	342,210.00				421,033.11
	Total	$438,260,821.87	$436,038,474.69	$2,222,347.18	$165,504,485.72	$44,947,419.08	$3,073,799.23	$2,329,373.43	$20,642,155.25	$226,497,232.71

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 13—CORPORATE SURPLUS—Continued—AND GRAND TOTAL.

Number	Railway Companies	Corporate Surplus: Profit and loss Credit balance	Corporate Surplus: Total corporate surplus December 31, 1922	Corporate Surplus: Total corporate surplus December 31, 1921	Corporate Surplus: Increase or decrease 1922	Grand Total: December 31, 1922	Grand Total: December 31, 1921	Grand Total: Increase or decrease 1922
1	Atchison, Topeka & Santa Fe Railway	$141,079,824.99	$230,384,109.52	$195,089,632.64	$35,294,536.88	$ 985,490,158.51	$1,028,150,848.74	*$42,660,690.23
2	Atlantic Northern Railway	†14,278.56	35,482.10	43,088.38	*7,606.28	149,905.35	159,528.17	*9,622.82
3	Chicago, Burlington & Quincy R. R.	148,246,640.57	191,436,315.97	177,297,297.01	14,139,018.96	665,785,307.28	626,007,370.57	39,777,936.71
4	Chicago Great Western Railroad	6,522,448.87	6,573,080.35	4,748,477.53	1,824,602.82	140,366,442.28	144,959,157.47	*4,592,715.19
5	Mason City & Ft. Dodge Railroad	182,223.28	182,223.28	†308,520.10	490,743.38	48,632,816.06	47,804,671.14	828,144.92
6	Chicago, Milwaukee & St. Paul Ry.	22,628,542.96	23,562,241.35	29,150,681.34	*5,588,439.99	743,756,192.74	734,700,161.58	9,056,031.16
7	Chicago & North Western Ry.	58,496,003.18	60,706,146.73	60,681,885.51	24,261.22	522,867,529.14	522,132,999.33	734,529.81
8	Chicago, St. Paul, Minn. & Omaha Ry.	6,096,031.22	7,800,325.28	8,378,313.03	*577,987.75	96,518,264.91	94,188,032.87	2,330,232.04
9	Chicago, Rock Island & Pacific Ry.	15,818,134.20	16,053,793.43	13,356,927.29	2,696,866.14	396,335,905.83	452,633,346.17	*56,297,440.34
10	St. Paul & Kansas City Short Line R. R.	62,638.99	73,546.65	92,136.95	*18,590.30	13,728,961.00	13,668,427.48	60,533.52
11	Colfax Northern Railway	†84,474.06	†84,474.06	†87,184.78	2,710.72	4,874.79	3,338.32	1,536.47
12	Thomas W. Griggs R. R. Property	†5,623.78	†5,623.78	7,080.08	*12,703.86	63,909.77	73,761.42	*9,851.65
13	Colfax Consolidated Coal	94,400.11	94,400.11	94,879.01	*478.90	139,353.21	135,711.35	3,641.86
14	Davenport, Rock Island & Northwestern Ry.	†1,343.58	†1,343.58	†1,842.81	499.23	3,973,305.08	4,026,742.97	*53,437.89
15	Great Northern Railway	86,843,003.54	126,437,101.13	129,371,798.17	*2,934,697.04	750,152,047.77	739,082,301.32	11,069,746.45
16	Illinois Central Railroad	45,632,452.89	53,529,767.26	36,254,344.21	17,275,423.05	532,706,264.16	555,931,203.56	*23,224,939.40
17	Dubuque & Sioux City Railroad	†379,552.50	2,581,071.80	2,407,650.20	173,421.60	40,964,352.75	40,164,319.23	800,033.52
18	Manchester & Oneida Railway	10,413.55	13,200.95	21,805.18	*8,604.23	161,909.42	174,010.71	*12,101.29
19	Minneapolis & St. Louis Railroad	†561,524.11	†512,175.79	668,276.96	*1,210,452.75	92,932,953.19	93,274,255.31	*341,302.12
20	Muscatine, Burlington & Southern R. R.	†504,339.39	†504,029.39	†409,734.07	*94,295.32	1,404,870.16	1,451,622.22	*49,752.06
21	Tabor & Northern Railway	7,274.24	7,274.24	8,098.56	*824.32	101,096.74	98,326.85	2,769.89
22	Union Pacific Railroad	115,542,254.65	151,024,797.31	159,162,528.36	*5,137,731.05	775,570,499.08	774,658,794.59	911,704.49
23	Wabash Railway	16,988,698.77	17,409,731.88	14,243,874.80	3,165,857.08	251,302,695.63	270,889,010.26	*19,586,314.63
	Total	$663,299,850.03	$889,797,082.74	$830,301,553.45	$59,495,529.29	$6,063,109,614.85	$6,144,370,941.63	*$81,261,326.78

*Decrease.
†Debit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 1—TRAIN MILES.

Number	Railway Companies	Average mileage of road operated	Train Miles: Freight: Ordinary	Train Miles: Freight: Light	Train Miles: Freight: Total	Train Miles: Passenger	Train Miles: Mixed	Train Miles: Special	Train Miles: Total transportation service	Train Miles: Work service
1	Atchison, Topeka & Santa Fe Railway	8,857.21	17,249,723	180,154	17,429,877	18,676,462	1,427,432	28,735	37,562,506	874,794
2	Atlantic Northern Railway	17.07					10,683		10,683	
3	Chicago, Burlington & Quincy R. R.	9,393.60	18,054,018	198,145	18,252,163	17,470,583	639,837	24,837	36,387,440	447,322
4	Chicago Great Western Railroad	1,496.06	2,804,966	12,252	2,817,218	2,983,743	134,393	1,845	5,937,199	79,492
5	Mason City & Ft. Dodge Railroad									
6	Chicago, Milwaukee & St. Paul Ry.	11,029.86	18,374,108	237,987	18,612,095	17,151,413	1,272,665	16,165	37,052,338	751,291
7	Chicago & North Western Ry.	8,403.82	15,552,766	360,885	15,913,651	17,737,500	1,891,035	15,804	35,557,990	553,552
8	Chicago, St. Paul, Minn. & Omaha Ry.	1,749.19	3,550,284	49,867	3,600,151	3,307,666	434,222	2,923	7,344,962	82,945
9	Chicago, Rock Island & Pacific Ry.	7,655.00	14,571,085	150,460	14,721,545	15,236,325	748,813	4,168	30,710,851	510,737
10	St. Paul & Kansas City Short Line R. R.									
11	Colfax Northern Railway	6.90	1,982		1,982	3,037	1,430		6,449	
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Davenport, Rock Island & Northwestern Ry.									
15	Great Northern Railway	8,260.71	9,719,728	209,990	9,929,718	11,230,021	725,426	13,848	21,899,013	772,822
16	Illinois Central Railroad	4,784.52	19,782,300	317,335	20,099,644	14,609,734	251,798	14,663	34,975,839	823,190
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway	8.14					16,669		16,669	
19	Minneapolis & St. Louis Railroad	1,649.90	2,575,153	18,833	2,593,986	1,840,834	186,240	979	4,622,039	18,860
20	Muscatine, Burlington & Southern R. R.	53.77	22,051		22,051	35,106	19,609		76,766	1,430
21	Tabor & Northern Railway	10.75					13,252		13,252	
22	Union Pacific Railroad	3,693.64	10,995,308	364,461	11,359,769	10,877,449	910,567	3,974	23,151,759	344,927
23	Wabash Railway	2,472.96	6,356,659	125,121	6,481,780	5,627,136	83,962	5,849	12,198,727	156,388
	Total	69,543.19	139,610,140	2,225,490	141,835,630	36,787,009	*8,768,033	133,810	287,524,482	5,417,750

*Freight proportion (73%) 6,400,664.
*Passenger proportion (27%) 2,367,369.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 2—LOCOMOTIVE MILES.

Number	Railway Companies	Locomotive Miles							
		Freight				Passenger			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Railway	17,429,877	934,770	945,251	19,309,898	18,600,331	875,558	474,787	19,950,676
2	Atlantic Northern Railway								
3	Chicago, Burlington & Quincy R. R.	18,259,374	809,730	958,479	20,027,583	17,422,441	174,453	411,199	18,008,093
4	Chicago Great Western Railroad	2,817,531	284,594	216,730	3,318,855	2,919,434	7,677	45,539	2,972,650
5	Mason & Ft. Dodge Railroad								
6	Chicago, Milwaukee & St. Paul Ry.	18,612,095	580,042	837,888	20,030,025	17,032,714	143,318	274,726	17,450,758
7	Chicago & North Western Ry.	15,920,722	586,830	265,918	16,773,470	17,737,500	46,266	125,152	17,908,918
8	Chicago, St. Paul, Minn. & Omaha Ry.	3,702,444	180,770	175,126	4,058,340	3,332,881	6,846	52,678	3,392,405
9	Chicago, Rock Island & Pacific Ry.	14,721,545	222,392	157,427	15,101,364	15,149,270	64,901	155,659	15,369,830
10	St. Paul & Kansas City Short Line R. R.								
11	Colfax Northern Railway	1,982			1,982	3,037			3,037
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Davenport, Rock Island & Northwestern Ry.								
15	Great Northern Railway	9,929,718	340,980	441,568	10,712,266	11,195,251	175,791	282,180	11,653,222
16	Illinois Central Railroad	20,099,644	215,175	502,632	20,817,451	14,584,669	61,919	413,619	15,060,207
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway								
19	Minneapolis & St. Louis Railroad	2,593,986	124,326	103,412	2,821,724	1,840,834	1,819	21,102	1,863,755
20	Muscatine, Burlington & Southern R. R.	22,051		410	22,461				
21	Tabor & Northern Railway								
22	Union Pacific Railroad	11,365,972	206,067	686,830	12,258,869	10,308,766	67,677	297,121	10,673,564
23	Wabash Railway	6,481,780	338,711	78,721	6,899,212	5,627,136	26,682	115,883	5,769,701
	Total	141,958,721	4,824,387	5,370,392	152,153,500	135,754,264	1,652,907	2,069,645	140,076,816

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 3—LOCOMOTIVE MILES—Continued.

Number	Railway Companies	Locomotive Miles—Continued								
		Mixed Train				Special Train				
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Train switching
1	Atchison, Topeka & Santa Fe Ry.	1,427,432	16,658	46,164	1,490,254	28,735	1,895	775	31,405	562,438
2	Atlantic Northern Railway	12,404			12,404					
3	Chicago, Burlington & Quincy R. R.	639,869	3,381	6,973	650,223	24,857	2,470	527	27,854	871,880
4	Chicago Great Western R. R.	134,393	672	2,155	137,220	1,845	52	176	2,073	170,486
5	Mason City & Ft. Dodge R. R.									
6	Chicago, Milwaukee & St. Paul Ry.	1,272,665	2,701	22,598	1,297,964	16,165	1,165	897	18,227	1,724,472
7	Chicago & North Western Ry.	1,891,035	6,142	4,276	1,901,453	15,804			15,804	780,952
8	Chicago, St. P., Minn. & O. Ry.	437,570	2,247	9,878	449,695	3,019	78	57	3,154	419,843
9	Chicago, Rock Island & Pacific Ry.	748,813	982	23,976	773,771	4,168	101		4,269	1,042,071
10	St. Paul & Kansas City S. L. R. R.									
11	Colfax Northern Railway	1,430			1,430					1,992
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Dav., Rock Island & Northwestern Ry.									
15	Great Northern Railway	725,426	1,379	13,354	740,159	13,848	314	5,675	19,837	1,272,620
16	Illinois Central Railroad	251,798		1,081	252,879	14,663			14,663	703,355
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway	16,669			16,669					
19	Minneapolis & St. Louis Railroad	186,240	155	6,964	193,359	979	57	73	1,109	151,306
20	Mus., Burlington & Southern R. R.	19,609			19,609					298
21	Tabor & Northern Railway	13,252			13,252					
22	Union Pacific Railroad	910,579	14,507	45,338	970,424	3,974	142	1,306	5,422	279,786
23	Wabash Railway	83,962	22		83,984	5,849	266	42	6,157	375,695
	Total	8,773,146	48,846	182,757	9,004,749	135,906	6,540	9,528	149,974	8,357,194

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 4—LOCOMOTIVE MILES—Continued—AND CAR MILES.

Number	Railway Companies	Locomotive Miles					Car Miles		
		Yard Switching			Total transportation service	Work service	Freight Train		
		Freight	Passenger	Total			Loaded	Empty	Sum of loaded and empty
1	Atchison, Topeka & Santa Fe Ry.	6,353,164	555,107	6,908,271	48,252,942	943,572	491,456,218	242,876,139	734,332,357
2	Atlantic Northern Railway				12,404				
3	Chicago, Burlington & Quincy R. R.	7,975,738	589,279	8,565,017	48,150,650	825,296	493,763,213	259,445,860	753,209,073
4	Chicago Great Western R. R.	1,214,474	83,410	1,297,884	7,899,168	99,284	83,246,327	33,065,503	116,311,830
5	Mason City & Ft. Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry.	8,354,882	698,261	9,053,143	49,574,589	800,611	474,349,840	237,037,808	711,387,648
7	Chicago & North Western Ry.	8,608,656	807,752	9,416,408	46,797,005	774,963	364,954,344	186,852,549	551,806,893
8	Chicago, St. P., Minn. & O. Ry.	1,758,669	149,580	1,908,249	10,231,686	94,339	70,091,201	29,277,227	99,368,428
9	Chicago, Rock Island & Pacific Ry.	5,493,480	434,395	5,927,875	38,219,180	510,737	334,942,882	141,706,642	476,649,524
10	St. Paul & Kansas City S. L. R. R.								
11	Colfax Northern Railway	594		594	9,035		6,385	6,436	12,821
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Dav., Rock Island & Northwestern Ry.								
15	Great Northern Railway	3,826,606	284,723	4,111,329	28,509,433	781,932	283,888,323	140,492,121	424,380,444
16	Illinois Central Railroad	7,323,847	710,452	8,034,299	44,882,854	1,302,764	556,188,000	295,051,000	851,239,000
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway	630		630	17,299				
19	Minneapolis & St. Louis Railroad	735,225	50,583	785,808	5,817,061	18,860	48,488,434	19,950,805	68,439,239
20	Mus., Burlington & Southern R. R.	10,040		10,040	52,408	1,430	138,388	37,506	175,894
21	Tabor & Northern Railway				13,252				
22	Union Pacific Railroad	3,046,344	210,810	3,257,154	27,445,219	329,519	343,549,370	140,763,447	484,312,817
23	Wabash Railway	2,850,507	143,370	2,993,877	16,128,626	191,255	189,377,241	65,928,648	255,305,889
	Total	57,552,856	4,717,722	62,270,578	372,012,811	6,674,562	3,734,440,106	1,702,491,691	5,526,931,857

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 5—CAR MILES—Continued.

Number	Railway Companies	Car Miles								Mixed Train Freight	
		Freight Train			Passenger Train						
		Caboose	Exclusive work equipment	Total	Passenger	Sleeping, parlor and observation	Dining	Other	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry.	18,114,625	2,595,641	755,042,623	37,604,477	56,261,993	4,342,280	47,701,626	145,910,376	7,042,461	2,890,527
2	Atlantic Northern Railway									29,842	15,363
3	Chicago, Burlington & Quincy R. R.	17,186,852	1,913,916	772,309,841	44,517,107	26,494,703	4,763,278	39,374,525	115,149,613	2,319,431	880,805
4	Chicago Great Western R. R.	3,037,748	402,279	119,751,857	6,138,546	5,490,606	473,799	4,520,308	16,622,659	1,239,149	311,936
5	Mason City & Ft. Dodge R. R.										
6	Chicago, Milwaukee & St. Paul Ry.	19,063,960	2,915,404	733,367,012	35,156,472	27,612,600	4,946,759	36,586,615	104,302,446	3,652,815	2,017,467
7	Chicago & North Western Ry.	16,525,839	1,004,863	569,337,595	46,707,897	23,246,863	2,482,779	38,829,810	111,267,349	12,601,321	6,447,053
8	Chicago, St. P., Minn. & O. Ry.	3,613,325	354,945	103,336,698	7,891,062	4,722,116	495,026	6,595,502	19,703,820	940,935	453,821
9	Chicago, Rock Island & Pacific Ry.	14,684,147	3,852,379	495,186,060	34,899,344	24,149,204	3,499,633	24,931,176	87,479,357	3,103,849	1,329,463
10	St. Paul & Kansas City S. L. R. R.										
11	Colfax Northern Railway			12,821	8,120				8,120	2,128	2,145
12	Thomas W. Griggs R. R. Property										
13	Colfax Consolidated Coal										
14	Dav., Rock Island & Northwestern Ry.										
15	Great Northern Railway	9,743,796	860,083	434,984,323	21,772,470	16,077,173	4,048,075	26,671,843	68,569,561	3,400,825	1,511,740
16	Illinois Central Railroad	20,442,000		871,681,000	37,194,077	18,254,289	2,867,240	31,611,063	89,926,669	515,765	226,716
17	Dubuque & Sioux City Railroad										
18	Manchester & Oneida Railway									10,321	7,887
19	Minneapolis & St. Louis Railroad	2,593,986		71,033,225	4,085,425	674,181	9,824	2,771,661	7,541,091	495,708	281,892
20	Mus., Burlington & Southern R. R.	31,769	1,002	208,665	35,106				35,106	116,078	43,007
21	Tabor & Northern Railway										
22	Union Pacific Railroad	10,621,883	832,835	496,767,535	17,925,425	31,734,377	5,910,175	29,833,388	85,403,365	7,715,557	4,536,911
23	Wabash Railway	6,551,536	368,627	262,226,052	13,359,301	7,770,839	1,486,551	9,250,659	31,867,350	217,754	124,429
	Total	142,211,466	15,101,974	5,684,245,297	307,294,859	242,488,338	35,325,419	298,678,266	883,786,882	43,493,939	21,071,162

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 6—CAR MILES—Continued.

Number	Railway Companies	Car Miles								
		Mixed Train							Special Train Freight	
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry	179,791	143,329	1,747,516	29,164	155	1,245,693	13,278,636	343,373	8,247
2	Atlantic Northern Railway			10,683				55,888		
3	Chicago, Burlington & Quincy R. R.	3,524	45,162	967,822	17,239		193,284	4,427,267	280,505	32,411
4	Chicago Great Western R. R.	3,823		232,894	3,651	98	5,011	1,796,562	24,009	
5	Mason City & Ft. Dodge R. R.									
6	Chicago, Milwaukee & St. Paul Ry	68,032	146,032	1,678,240	236		494,359	8,057,181	201,966	
7	Chicago & North Western Ry	210,131	339,239	2,102,486			168,307	21,958,528	177,123	
8	Chicago, St. P., Minn. & O. Ry		33,029	822,330			146,486	2,396,601	16,892	
9	Chicago, Rock Island & Pacific Ry	166,860	42,002	1,038,769	30,111		42,928	5,753,982	49,189	388
10	St. Paul & Kansas City S. L. R. R.									
11	Colfax Northern Railway			2,029				6,302		
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Dav., Rock Island & Northwestern Ry									
15	Great Northern Railway	120,140	52,016	1,132,954	537		320,193	6,538,405	211,055	
16	Illinois Central Railroad			469,756	18		234,678	1,446,933	149,977	
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway			16,669				34,877		
19	Minneapolis & St. Louis Railroad			268,864			44,438	1,090,902	12,156	
20	Mus., Burlington & Southern R. R.			9,891				168,976		
21	Tabor & Northern Railway			13,252				13,252		
22	Union Pacific Railroad	97,802	144,837	871,580			86,635	13,443,322	59,154	
23	Wabash Railway	690	3,319	129,785			58,198	534,175	68,364	
	Total	850,793	948,956	11,515,520	80,956	253	3,040,210	81,001,789	1,593,763	41,046

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 7—CAR MILES—Continued.

Number	Railway Companies	Car Miles								
		Special Train								
		Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total	Total transportation service	Work service
1	Atchison, Topeka & Santa Fe Railway	27,238	183	94,919	28,125	31	17,739	519,855	914,751,490	8,560,772
2	Atlantic Northern Railway								55,888	
3	Chicago, Burlington & Quincy R. R.	24,955		107,679				445,550	892,332,271	1,525,531
4	Chicago Great Western Railroad	1,844		8,097	1,596		532	36,078	138,207,156	678,252
5	Mason City & Ft. Dodge Railroad									
6	Chicago, Milwaukee & St. Paul Ry	14,588		25,821	46,615	2,445	4,686	296,121	846,022,700	5,116,815
7	Chicago, & North Western Railway	15,804		64,217	1,290		3,463	261,897	702,825,360	1,940,495
8	Chicago, St. Paul, Minn. & Omaha Ry	2,250		12,468	1,148		2,483	35,241	125,472,360	151,340
9	Chicago, Rock Island & Pacific Ry	3,458		13,104	4,654		1,432	72,225	588,491,614	1,564,601
10	St. Paul & Kansas City Short Line R. R.									
11	Colfax Northern Railway								27,243	
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Davenport, Rock Island & Northwestern Ry									
15	Great Northern Railway	17,363		78,247			5,520	312,185	510,404,474	4,221,856
16	Illinois Central Railroad	13,343		61,973				225,293	963,279,895	6,921,498
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway								34,877	
19	Minneapolis & St. Louis Railroad	1,048		186	4,780		154	18,324	79,683,542	46,476
20	Muscatine, Burlington & Southern R. R.								412,747	2,860
21	Tabor & Northern Railway								13,252	
22	Union Pacific Railroad	4,198		17,394				80,746	594,694,968	3,022,844
23	Wabash Railway	5,848		26,259	1,650		645	102,766	294,730,343	840,465
	Total	131,937	183	510,364	89,858	2,476	36,654	2,406,281	6,651,440,249	34,503,806

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 8—FREIGHT AND PASSENGER SERVICE.

Number	Railway Companies	Freight Service						Passenger Service	
		Tons			Ton Miles				
		Revenue freight	Non-revenue freight	Total	Revenue freight	Non-revenue freight	Total	Passengers carried —Revenue	Passenger miles —Revenue
1	Atchison, Topeka & Santa Fe Ry	28,864,957	8,196,172	37,061,129	9,029,371,063	1,580,090,512	10,609,461,575	7,701,297	1,301,899,618
2	Atlantic Northern Railway	27,716	733	28,449	397,255	10,262	407,517	4,076	47,327
3	Chicago, Burlington & Quincy R. R.	39,176,051	8,451,008	47,627,059	11,754,595,862	1,839,884,738	13,594,480,600	18,735,077	941,748,451
4	Chicago Great Western R. R.	5,853,531	1,309,010	7,162,541	1,729,319,825	137,089,430	1,866,409,255	1,526,474	126,292,278
5	Mason City & Ft. Dodge R. R.								
6	Chicago, Milwaukee & St. Paul Ry	42,034,285	7,299,936	49,334,221	10,601,913,667	1,642,194,156	12,244,107,823	13,608,676	759,338,160
7	Chicago & North Western Ry	48,607,124	5,665,778	54,272,902	7,579,553,676	1,410,325,823	8,989,879,499	33,828,207	1,078,240,761
8	Chicago, St. P., Minn. & O. Ry	9,516,320	1,370,019	10,886,339	1,479,069,786	144,426,587	1,623,496,373	2,683,604	173,484,873
9	Chicago, Rock Island & Pacific Ry	25,172,364	4,661,783	29,834,147	6,358,139,560	868,120,125	7,226,259,685	17,510,650	844,987,215
10	St. Paul & Kansas City S. L. R. R.								
11	Colfax Northern Railway	71,548	2,070	73,618	347,900	8,650	356,550	41,150	205,750
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Dav., Rock Island & Northwestern Ry								
15	Great Northern Railway	27,450,587	4,471,241	31,921,828	6,882,464,797	1,042,157,000	7,924,621,797	5,509,450	450,052,946
16	Illinois Central Railroad	47,670,424	8,140,639	55,811,063	14,151,817,246	1,516,336,754	15,668,154,000	33,467,911	815,844,681
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway	30,771		30,771	250,675		250,675	11,575	94,220
19	Minneapolis & St. Louis Railroad	6,366,000	763,767	7,129,767	1,132,266,527	157,103,413	1,289,369,940	1,292,065	52,555,237
20	Mus., Burlington & Southern R. R.	173,986	15,519	189,505	5,592,173	317,827	5,910,000	18,305	368,865
21	Tabor & Northern Railway	19,584		19,584	210,528		210,528	2,822	30,337
22	Union Pacific Railroad	15,919,628	5,011,055	20,930,683	6,277,864,195	1,389,160,124	7,667,024,319	3,246,088	585,177,300
23	Wabash Railway	15,629,501	2,388,692	18,018,193	3,930,796,969	295,671,105	4,226,468,074	3,703,376	260,829,629
	Total	312,584,377	57,747,422	370,331,799	80,913,971,704	12,022,896,506	92,936,868,210	142,800,812	7,400,197,648

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 9—REVENUE AND EXPENSES.

Number	Railway Companies	Revenues and Expenses					
		Freight revenue	Passenger revenue	Passenger service train revenue	Operating revenues	Operating expenses	Net operating revenues
1	Atchison, Topeka & Santa Fe Ry	$132,964,659.95	$ 42,469,164.76	$ 55,276,674.09	$ 191,506,229.93	$ 140,356,507.18	$ 51,149,722.75
2	Atlantic Northern Railway	39,578.95	1,650.93	3,711.96	43,387.23	41,272.43	2,114.80
3	Chicago, Burlington & Quincy R. R.	121,388,901.62	28,380,103.84	38,100,458.13	164,916,470.54	126,777,703.10	38,138,767.44
4	Chicago Great Western R. R.	17,730,270.93	4,343,268.20	5,647,978.23	24,224,788.83	21,274,235.42	2,950,553.41
5	Mason City & Ft. Dodge R. R.						
6	Chicago, Milwaukee & St. Paul Ry	116,005,730.65	24,261,499.09	35,301,543.78	156,950,628.06	129,596,696.49	27,353,931.57
7	Chicago & North Western Ry	100,700,614.03	29,177,833.94	40,048,819.32	146,100,436.76	119,191,134.17	26,909,302.59
8	Chicago, St. P., Minn. & O. Ry	19,602,694.36	6,110,337.40	7,624,763.52	27,801,007.06	22,297,050.84	5,503,956.22
9	Chicago, Rock Island & Pacific Ry	83,241,760.81	26,722,778.55	33,311,241.64	119,204,559.82	95,760,796.91	23,443,762.91
10	St. Paul & Kansas City S. L. R. R.						
11	Colfax Northern Railway	15,660.33	2,265.77	2,265.77	19,256.10	24,701.82	*5,445.72
12	Thomas W. Griggs R. R. Property						
13	Colfax Consolidated Coal						
14	Dav., Rock Island & Northwestern Ry						
15	Great Northern Railway	78,065,562.90	15,112,453.27	21,943,936.60	103,452,937.27	79,636,038.09	23,816,899.18
16	Illinois Central Railroad	119,849,020.19	24,264,250.53	31,022,382.61	154,860,387.46	119,129,269.32	35,731,118.14
17	Dubuque & Sioux City Railroad						
18	Manchester & Oneida Railway	19,895.97	3,916.59	5,713.88	26,047.85	24,993.55	1,054.30
19	Minneapolis & St. Louis Railroad	12,865,023.17	1,835,372.58	2,452,086.25	15,558,247.76	13,337,700.40	2,220,538.36
20	Mus., Burlington & Southern R. R.	155,311.33	13,481.51	18,216.86	191,186.44	199,130.47	*7,944.03
21	Tabor & Northern Railway	25,600.11	1,441.80	4,582.46	34,716.57	30,679.76	4,036.81
22	Union Pacific Railroad	80,686,246.41	17,369,419.86	23,812,368.81	107,842,566.60	73,921,927.16	33,920,639.44
23	Wabash Railway	43,911,074.34	9,087,893.85	11,745,354.38	57,662,496.31	48,041,297.21	9,621,199.10
	Total	$ 927,267,606.05	$ 229,157,132.47	$ 306,322,039.29	$ 1,270,395,350.59	$ 989,641,143.32	$ 280,754,207.27

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 10—AVERAGES PER MILE OF ROAD.

Number	Railway Companies	Averages Per Mile of Road: Freight train miles	Passenger train miles	Mixed train miles	Special train miles	Transportation service train miles	Work train miles	Locomotive miles transportation	Freight service car miles	Passenger service car miles	Freight revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry.	1,968	2,109	161	3	4,241	99	5,448	86,447	16,831	$15,012.03	$ 6,240.87
2	Atlantic Northern Railway			625		625			2,648	625	2,318.62	217.45
3	Chicago, Burlington & Quincy Railroad	1,943	1,860	68	3	3,874	48	5,126	82,598	12,395	12,922.39	4,055.96
4	Chicago Great Western Railroad	1,883	1,994	90	1	3,968	53	5,280	80,833	11,279	11,851.31	3,775.23
5	Mason City & Ft. Dodge Railroad											
6	Chicago, Milwaukee & St. Paul Ry.	1,687	1,555	115	2	3,359	68	4,495	67,042	9,661	10,517.42	3,200.54
7	Chicago & North Western Railway	1,894	2,119	225	2	4,231	66	5,569	70,113	13,519	11,982.72	4,765.55
8	Chicago, St. Paul, Minn. & Omaha Ry.	2,058	1,891	248	2	4,199	47	5,849	59,904	11,828	11,206.73	4,359.03
9	Chicago, Rock Island & Pacific Railway	1,923	1,990	98	1	4,012	67	4,993	65,301	11,575	10,874.17	4,351.57
10	St. Paul & Kansas City S. L. R. R.											
11	Colfax Northern Railway	287	440	207		934		934	764	1,471	2,269.61	328.37
12	Thomas W. Griggs R. R. Property											
13	Colfax Consolidated Coal											
14	Dav., Rock Island & Northwestern Ry.											
15	Great Northern Railway	1,202	1,359	88	2	2,651	94	3,451	53,300	8,487	9,450.22	2,656.42
16	Illinois Central Railroad	4,201	3,053	53	3	7,310	72	9,381	182,377	18,966	25,049.33	6,483.91
17	Dubuque & Sioux City Railroad											
18	Manchester & Oneida Railway			2,047		2,047		2,125	2,236	2,047	2,444.22	701.95
19	Minneapolis & St. Louis R. R.	1,572	1,116	113	1	2,801	11	3,526	43,532	4,764	7,797.46	1,486.20
20	Mus., Burlington & Southern R. R.	410	653	365		1,428	27	975	3,568	837	2,888.44	338.79
21	Tabor & Northern Railway			1,233		1,233		1,233		1,233	2,381.40	421.62
22	Union Pacific Railroad	3,075	2,945	247	1	6,268	93	7,430	137,619	23,386	21,844.64	6,446.86
23	Wabash Railway	2,621	2,275	34	2	4,933	63	6,522	106,207	12,974	17,756.48	4,749.51
	Grand Averages	2,039	1,967	126	1.9	4,134	78	5,349	82,716	12,988	$13,333.69	$ 4,404.77

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 11—AVERAGES PER MILE OF ROAD—Continued—AND PER TRAIN MILE.

Number	Railway Companies	Averages Per Mile of Road: Operating revenues	Operating expenses	Net operating revenues	Ton Miles: Revenue freight	Ton Miles: All freight	Passenger miles—revenue	Average Per Train Mile: Loaded Freight Car Miles: Freight trains	Loaded Freight Car Miles: Mixed trains	Empty Freight Car Miles: Freight trains	Empty Freight Car Miles: Mixed trains	Ton Miles: Revenue freight	Ton Miles: All freight
1	Atchison, Topeka & Santa Fe Ry.	$21,621.51	$15,846.58	$ 5,774.93	1,019,437	1,197,833	146,988	28.20	4.93	13.93	2.02	490.66	576.32
2	Atlantic Northern Railway	2,541.72	2,417.83	123.88	23,272	23,873	2,772		2.79		1.43	371.85	381.46
3	Chicago, Burlington & Quincy R. R.	17,556.09	13,496.05	4,060.04	1,251,329	1,447,193	100,253	27.05	3.63	14.21	1.38	628.82	727.25
4	Chicago Great Western R. R.	16,192.39	14,220.18	1,972.21	1,155,916	1,247,550	84,417	29.55	9.22	11.74	.23	589.50	636.23
5	Mason City & Ft. Dodge R. R.												
6	Chicago, Milwaukee & St. Paul Ry.	14,229.61	11,749.62	2,479.99	961,201	1,100,687	68,844	25.49	2.87	12.74	1.39	542.71	626.77
7	Chicago & North Western Ry.	17,385.00	14,182.97	3,202.03	901,918	1,069,737	128,304	22.93	6.71	11.74	3.41	430.43	510.52
8	Chicago, St. P., Minn. & O. Ry.	15,803.64	12,747.07	3,146.57	845,574	928,142	99,180	19.47	2.17	8.13	1.05	383.54	420.99
9	Chicago, Rock Island & Pacific Ry.	15,572.12	12,509.58	3,062.54	830,586	943,992	110,384	22.75	4.15	9.63	1.78	415.36	472.08
10	St. Paul & Kansas City S. L. R. R.												
11	Colfax Northern Railway	2,790.73	3,579.97	*789.23	50,420	51,674	29,818	3.22	1.49	3.25	1.50	101.96	104.49
12	Thomas W. Griggs R. R. Property												
13	Colfax Consolidated Coal												
14	Dav., Rock Island & Northwestern Ry.												
15	Great Northern Railway	12,523.49	9,640.34	2,883.15	833,157	959,315	54,481	28.59	4.69	14.15	2.08	655.75	755.95
16	Illinois Central Railroad	32,366.97	24,898.90	7,468.07	2,967,834	3,274,760	170,518	27.67	2.05	14.68	.90	700.09	775.10
17	Dubuque & Sioux City Railroad												
18	Manchester & Oneida Railway	3,199.98	3,070.46	129.52	30,795	30,795	11,574		.62		.47	15.04	15.04
19	Minneapolis & St. Louis Railroad	9,429.81	8,083.95	1,345.86	686,264	781,484	31,854	18.69	2.66	7.69	1.51	415.25	472.86
20	Mus., Burlington & Southern R. R.	3,555.63	3,703.37	*147.74	104,001	109,912	6,860	6.27	5.92	1.70	2.19	138.03	145.88
21	Tabor & Northern Railway	3,229.45	2,853.93	375.52	19,584	19,584	2,822					15.88	15.88
22	Union Pacific Railroad	29,196.83	20,013.30	9,183.53	1,609,642	2,075,735	158,428	30.24	8.47	12.39	4.97	514.34	628.15
23	Wabash Railway	23,317.20	19,426.64	3,890.56	1,589,511	1,709,073	109,112	29.22	2.59	10.17	1.48	601.43	646.67
	Grand Averages	$18,267.71	$14,230.59	$ 4,037.12	1,163,506	1,336,390	106,411	26.32	4.96	12.64	2.40	545.84	626.95

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 12—AVERAGES PER TRAIN MILE—Continued—AND PER LOCOMOTIVE MILE

Number	Railway Companies	Averages Per Train Mile								Averages Per Locomotive Mile							
		Passenger train car—miles															
		Passenger trains	Mixed trains	Revenue passenger miles	Freight revenue	Passenger service train revenue	Operating revenues	Operating expenses	Net operating revenues	Train miles freight trains	Car miles freight trains	Train miles passenger trains	Car miles passenger trains	Train miles mixed trains	Car miles mixed trains	Train miles special trains	Car miles special trains
1	Atchison, Topeka & Santa Fe Ry	7.81	2.12	68.05	$ 7.23	$ 2.89	$ 5.10	$ 3.74	$ 1.36	.90	39.10	.93	7.31	.96	8.91	.91	16.55
2	Atlantic Northern Railway	.....	1.00	4.43	3.79	3.47	4.06	3.86	.20	.....	.....	.....	.....	.86	.86	.....	.....
3	Chicago, Burlington & Quincy R. R.	6.59	1.84	53.39	6.49	2.16	4.53	3.48	1.05	.91	38.56	.97	6.39	.98	6.81	.89	16.00
4	Chicago Great Western R. R.	5.57	1.80	42.07	6.04	1.88	4.08	3.58	.50	.85	35.96	1.03	5.59	.98	13.09	.89	17.40
5	Mason City & Ft. Dodge R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Chicago, Milwaukee & St. Paul Ry	6.08	1.71	43.39	5.94	2.02	4.24	3.50	.74	.93	36.61	.98	5.98	.98	6.21	.89	16.25
7	Chicago & North Western Ry	6.27	1.20	60.13	5.72	2.23	4.11	3.35	.76	.95	33.94	.99	6.21	.99	11.55	1.00	16.57
8	Chicago, St. P., Minn. & O. Ry	5.96	2.23	49.77	5.08	2.19	3.79	3.04	.75	.89	25.46	.98	5.81	.97	5.33	.93	11.17
9	Chicago, Rock Island & Pacific Ry	5.74	1.48	54.87	5.44	2.16	3.88	3.12	.76	.97	32.79	.99	5.69	.97	7.44	.98	16.92
10	St. Paul & Kansas City S. L. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Colfax Northern Railway	2.67	1.42	46.06	4.58	5.07	2.98	3.83	*.84	1.00	.....	1.00	2.67	1.00	1.41	.....	.....
12	Thomas W. Griggs R. R. Property	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Colfax Consolidated Coal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Dav., Rock Island & Northwestern Ry	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Great Northern Railway	6.11	2.00	39.51	7.44	1.93	4.72	3.63	1.09	.93	40.61	.96	5.88	.98	8.83	.70	15.74
16	Illinois Central Railroad	6.16	2.80	55.32	5.93	2.10	4.43	3.41	1.02	.97	41.87	.97	5.97	1.00	5.72	1.00	15.36
17	Dubuque & Sioux City Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Manchester & Oneida Railway	.....	1.00	5.65	1.19	.34	1.56	1.50	.06	.....	.....	.....	.....	1.00	1.00	.....	.....
19	Minneapolis & St. Louis Railroad	4.10	1.68	27.74	4.72	1.29	3.37	2.89	.48	.92	25.17	.99	4.05	.96	5.64	.88	16.52
20	Mus., Burlington & Southern R. R.	1.00	.50	10.17	3.83	.50	2.49	2.59	*.10	.98	1.45	.....	.....	1.00	8.62	.....	.....
21	Tabor & Northern Railway	.....	1.00	2.29	1.93	.34	2.61	2.31	.30	.....	.....	.....	.....	1.00	1.00	.....	.....
22	Union Pacific Railroad	7.85	1.05	53.48	6.61	2.18	4.66	3.19	1.47	.98	40.44	.97	7.91	.94	13.85	.73	14.89
23	Wabash Railway	5.66	2.24	47.70	6.72	2.08	4.73	3.94	.79	.94	38.01	.98	5.52	1.00	6.36	.95	16.66
	Total	6.46	1.66	53.18	$ 6.25	$ 2.20	$ 4.41	$ 3.44	$ .97	.96	37.35	.97	6.30	.97	8.99	.89	16.00

*Deficit.

TABLE 10—STATISTICS OF RAIL LINE OPERATIONS—ENTIRE LINE

PART 13—AVERAGES PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE PASSENGER AND MISCELLANEOUS AVERAGES

Number	Railway Companies	Averages Per Loaded Freight Car-Mile			Averages Per Car-Mile—Passenger		Miscellaneous Averages								
		Ton-Miles					Miles Hauled				Revenue Per				
		Revenue fgt.	All freight	Freight revenue	Passenger-miles revenue	Passenger revenue	Revenue freight	Non-revenue freight	All freight	Miles carried revenue passengers	Ton of freight	Ton-mile of freight	Passenger	Passenger mile	Operating ratio per cent
1	Atchison, Topeka & Santa Fe Ry	18.11	21.28	$ .20673	13.61	$ .44404	312.81	192.78	286.27	169.05	$4.60644	$ .01473	$5.51455	$ .03262	73.29
2	Atlantic Northern Railway	13.31	13.65	1.32628	4.43	.15453	14.33	14.00	14.32	11.61	1.42801	.09963	.40503	.03488	95.13
3	Chicago, Burlington & Quincy R. R.	23.69	27.40	.24469	13.08	.39418	300.05	217.71	285.43	50.27	3.09856	.01033	1.51481	.03014	76.87
4	Chicago Great Western R. R.	20.47	22.09	.20986	10.64	.33605	205.43	104.73	200.58	82.73	3.02808	.01025	2.84529	.03439	87.82
5	Mason City & Ft. Dodge R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Chicago, Milwaukee & St. Paul Ry	22.18	25.62	.24269	11.73	.37645	252.22	224.96	248.19	55.80	2.75979	.01094	1.78280	.03195	82.57
7	Chicago & North Western Ry	20.07	23.81	.26665	14.96	.40493	155.94	248.92	165.64	31.87	2.07173	.01329	.86253	.02706	81.58
8	Chicago, St. P., Minn. & O. Ry	20.82	22.86	.27597	12.91	.45479	155.42	105.41	149.13	64.65	2.05990	.01325	2.27691	.03522	80.20
9	Chicago, Rock Island & Pacific Ry	18.81	21.38	.24624	14.06	.44451	252.58	186.22	242.21	48.26	3.30687	.01309	1.52600	.03163	80.33
10	St. P. & K. C. S. L. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Colfax Northern Railway	40.86	41.88	1.83967	20.27	.22325	4.86	4.17	4.84	5.00	.21889	.04501	.05506	.01101	123.28
12	Thomas W. Griggs R. R. Prop.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Colfax Consolidated Coal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Dav., R. I. & Northwestern Ry	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Great Northern Railway	23.96	27.58	.27173	11.55	.38767	250.72	233.08	248.25	81.69	2.84286	.01134	2.74300	.03358	76.98
16	Illinois Central Railroad	25.42	28.14	.21528	14.59	.43392	296.87	186.27	280.74	24.38	2.51412	.00847	.72500	.02974	76.93
17	Dubuque & Sioux City Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Manchester & Oneida Railway	24.28	24.28	1.92771	5.65	.23496	8.14	.....	8.14	8.13	.64658	.07936	.33836	.04156	95.95
19	Minneapolis & St. Louis Railroad	23.11	26.32	.26264	10.45	.36500	177.86	205.70	180.84	40.68	2.02090	.01136	1.42050	.03492	85.73
20	Mus., Burlington & Southern R. R.	21.97	23.22	.....	8.19	.29961	32.14	24.80	31.19	20.15	.89266	.02777	.73649	.03656	104.15
21	Tabor & Northern Railway	.....	.....	.....	2.31	.10873	10.75	.....	10.75	10.75	1.30719	.12159	.51091	.04752	88.40
22	Union Pacific Railroad	17.87	21.83	.22970	11.58	.34374	394.35	277.22	366.31	180.27	5.06835	.10285	5.35088	.02968	68.55
23	Wabash Railway	20.73	22.29	.23160	12.69	.42747	251.50	123.78	234.57	72.86	2.80948	.01117	2.45395	.03368	83.31
	Grand avgrages	21.41	24.60	$ .24544	13.18	$ .40820	258.85	208.19	250.95	51.79	$2.96645	$ .01146	$1.60372	$ .03096	77.90

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 1—AVERAGE MILEAGE OPERATED AND TRAIN MILES

Number	Railway Companies	Average mileage of road operated	Train Miles							
			Freight							
			Ordinary	Light	Total	Passenger	Mixed	Special	Total transportation service	Work service
1	Atchison, Topeka & Santa Fe Railway	19.89	127,465	1,425	128,890	108,103	7,342		244,335	6,532
2	Atlantic Northern Railway	17.07					10,683		10,683	
3	Chicago, Burlington & Quincy Railroad	1,438.56	2,343,221	21,107	2,364,328	2,889,927	131,417	3,652	5,389,324	51,185
4	Chicago Great Western Railroad	776.41	1,523,389	6,484	1,529,873	1,533,925	102,305	1,129	3,167,232	37,493
5	Mason City & Ft. Dodge Railroad									
6	Chicago, Milwaukee & St. Paul Railway	1,932.51	4,042,432	43,063	4,085,495	3,250,522	245,316	3,506	7,584,899	144,992
7	Chicago & North Western Railway	1,634.09	3,941,801	55,698	3,997,499	4,257,916	221,520	1,739	8,478,674	78,664
8	Chicago, St. Paul, Minn. & Omaha Railway	102.04	252,926	821	253,747	262,556	14,690	95	531,088	1,833
9	Chicago, Rock Island & Pacific Railway	2,284.23	3,821,258	42,022	3,863,280	3,924,649	364,500	725	8,153,154	79,163
10	St. Paul & Kansas City Short Line R. R.									
11	Colfax Northern Railway	6.90	1,982		1,982	3,037	1,430		6,449	
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Davenport, Rock Island & Northwestern Ry.									
15	Great Northern Railway	77.86	152,427	3,334	155,761	90,090	375		246,226	389
16	Illinois Central Railroad	718.14	2,252,569	10,612	2,263,181	1,462,787		1,434	3,727,402	89,266
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway	8.14					16,669		16,669	
19	Minneapolis & St. Louis Railroad	887.17	1,398,910	8,091	1,407,001	888,828	152,745	527	2,449,101	7,020
20	Muscatine, Burlington & Southern Railroad	53.77	22,051		22,051	35,106	19,609		76,766	1,430
21	Tabor & Northern Railway	10.75					13,252		13,252	
22	Union Pacific Railroad	2.46	23,585	458	24,043	14,913		2	38,958	41,835
23	Wabash Railway	208.96	380,194	13,085	393,279	340,069		130	733,478	12,353
	Total	10,178.95	20,284,210	206,200	20,490,410	19,062,428	*1,301,853	12,900	40,867,600	552,155

*Freight proportion (73%) equals 950,353 mixed train miles.
*Passenger proportion (27%) equals 351,500 mixed train miles.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 2—LOCOMOTIVE MILES

Number	Railway Companies	Locomotive Miles											
		Freight				Passenger				Mixed			
		Principal	Helper	Light	Total	Principal	Helper	Light	Total	Principal	Helper	Light	Total
1	Atchison, Topeka & Santa Fe Ry.	128,890	4,337	13,822	147,049	108,103	3,239	12,147	123,489	7,342	54	750	8,146
2	Atlantic Northern Railway									12,404			12,404
3	Chicago, Burlington & Quincy Railroad	2,365,482	123,133	129,345	2,617,960	2,888,685	10,653	39,993	2,939,331	131,417	242	3,015	134,674
4	Chicago Great Western Railroad	1,529,970	119,022	104,883	1,753,875	1,487,322	3,298	19,382	1,510,002	102,305	73	1,716	104,094
5	Mason City & Ft. Dodge Railroad												
6	Chicago, Milwaukee & St. Paul Ry.	4,085,495	68,032	157,272	4,310,799	3,192,180	19,060	39,060	3,250,300	245,316	206	5,220	250,741
7	Chicago & North Western Railway	3,998,369	20,248	48,779	4,067,396	4,257,916	1,734	15,594	4,275,244	221,520	907	1,048	223,475
8	Chicago, St. Paul, Minn. & Omaha Ry.	256,203	6,189	10,681	273,073	264,090	181	6,886	271,157	13,853	18	1,940	15,811
9	Chicago, Rock Island & Pacific Railway	3,863,280	74,962	57,098	3,995,340	3,924,649	10,004	26,299	3,960,952	364,500	78	19,048	383,626
10	St. Paul & Kansas City S. L. R. R.												
11	Colfax Northern Railway	1,982			1,982	3,037			3,037	1,430			1,430
12	Thomas W. Griggs R. R. Property												
13	Colfax Consolidated Coal												
14	Dav., Rock Island & Northwestern Ry.												
15	Great Northern Railway	155,761		558	156,319	90,090		3,620	93,710	375			375
16	Illinois Central Railroad	2,263,181	23,024	39,996	2,326,201	1,462,787	6,222	33,957	1,502,966				
17	Dubuque & Sioux City Railroad												
18	Manchester & Oneida Railway									16,669			16,669
19	Minneapolis & St. Louis R. R.	1,407,001	80,921	55,315	1,543,237	888,828	135	6,114	895,077	152,745		5,818	158,563
20	Mus., Burlington & Southern R. R.	22,051		410	22,461					19,609			19,609
21	Tabor & Northern Railway									13,252			13,252
22	Union Pacific Railroad	24,043	2,986	12,453	39,482	14,913	35	19,735	34,683				
23	Wabash Railway	393,279	449	376	394,104	340,069	393	9,526	349,988				
	Total	20,494,987	523,303	630,988	21,649,278	18,922,669	54,963	232,313	19,209,945	1,302,737	1,577	38,555	1,342,869

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 3—LOCOMOTIVE MILES—Continued—AND CAR MILES

Number	Railway Companies	Locomotive Miles										Car Miles	
		Special					Yard Switching					Freight Trains	
		Principal	Helper	Light	Total	Train switching	Freight	Passenger	Total	Total transportation service	Work service	Loaded	Empty
1	Atchison, Topeka & Santa Fe Ry						157,780	5,475	163,255	441,939	6,804	4,579,113	2,395,289
2	Atlantic Northern Railway									12,404			
3	Chicago, Burlington & Quincy R. R.	3,652	673	78	4,403	161,999	898,229	63,030	961,259	6,819,626	96,787	55,156,400	29,978,835
4	Chicago Great Western Railroad	1,129		124	1,253	91,893	488,329	30,181	518,510	3,979,627	55,843	42,520,114	16,961,208
5	Mason City & Ft. Dodge Railroad												
6	Chicago, Milwaukee & St. Paul Ry.	3,566	202	191	3,959	261,064	1,170,212	60,966	1,231,178	9,308,050	144,992	97,922,817	52,991,266
7	Chicago & North Western Railway	1,739			1,739	68,864	1,191,142	153,937	1,345,079	9,981,797	119,035	98,320,823	50,661,249
8	Chi., St. Paul, Minn. & O. Ry.	95	3	2	100	16,755	220,897	36,267	257,164	834,060	2,257	3,824,036	1,969,276
9	Chicago, Rock Island & Pacific Ry.	725	52		777	501,888	1,067,804	112,109	1,179,913	10,022,496	79,163	80,802,752	35,457,490
10	St. Paul & Kansas City S. L. R. R.												
11	Colfax Northern Railway					1,992	594		594	9,035		6,385	6,436
12	Thomas W. Griggs R. R. Property												
13	Colfax Consolidated Coal												
14	Dav., Rock Island & Northwestern Ry.												
15	Great Northern Railway					9,682	129,408	4,524	133,932	394,018	392	3,004,141	1,720,403
16	Illinois Central Railroad	1,434			1,434	103,199	524,357	51,043	575,400	4,509,191	90,543	45,356,000	32,262,000
17	Dubuque & Sioux City Railroad												
18	Manchester & Oneida Railway						630		630	17,299			
19	Minneapolis & St. Louis R. R.	527			527	89,872	283,358	30,110	313,468	3,000,744	7,020	24,638,008	10,341,716
20	Mus., Burlington & Southern R. R.					298	10,040		10,040	52,408	1,430	138,388	37,506
21	Tabor & Northern Railway									13,252			
22	Union Pacific Railroad	2		1	3		402,900	42,606	445,506	519,674	2,874	565,370	166,216
23	Wabash Railway	130			130	28,133	70,780	1,884	72,664	845,019	12,253	4,934,677	1,933,254
	Total	12,999	930	396	14,325	1,335,630	6,616,450	592,132	7,208,592	50,760,639	619,393	461,769,024	236,882,144

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 4—CAR-MILES—Continued

Number	Railway Companies	Car Miles								
		Freight Train				Passenger Train				
		Sum of loaded and empty	Caboose	Exclusive work equipment	Total	Passenger	Sleeping, parlor and observation	Dining	Other	Total
1	Atchison, Topeka & Santa Fe Ry	6,974,402	133,034	12,882	7,120,318	195,338	438,045	59,483	417,536	1,110,402
2	Atlantic Northern Railway									
3	Chicago, Burlington & Quincy Railroad	85,135,235	2,109,670	257,581	87,502,486	6,413,526	3,334,772	556,981	7,911,403	18,216,682
4	Chicago Great Western Railroad	59,481,322	1,620,550	231,986	61,333,858	3,173,552	2,870,304	167,237	2,246,532	8,457,625
5	Mason City & Ft. Dodge Railroad									
6	Chicago, Milwaukee & St. Paul Ry.	150,914,083	4,188,060	444,708	155,546,851	6,113,790	3,419,040	505,213	5,891,505	15,929,548
7	Chicago & North Western Railway	148,982,072	4,209,180	228,545	153,419,797	8,680,426	9,066,916	906,777	10,597,019	29,251,138
8	Chicago, St. Paul, Minn. & Omaha Ry.	5,793,312	251,872	20,835	6,066,019	603,124	457,236	59,458	600,561	1,720,379
9	Chicago, Rock Island & Pacific Railway	116,260,242	3,875,144	613,087	120,748,473	8,380,837	5,580,665	906,469	6,321,936	21,189,907
10	St. Paul & Kansas City S. L. R. R.									
11	Colfax Northern Railway	12,821			12,821	8,120				8,120
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Dav., Rock Island & Northwestern Ry.									
15	Great Northern Railway	4,724,544	101,785		4,826,329	238,639	396		103,889	342,834
16	Illinois Central Railroad	77,618,000	2,317,000		79,935,000	3,996,623	1,224,924	21,448	2,425,996	7,668,991
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway									
19	Minneapolis & St. Louis R. R.	34,979,724	1,407,001		36,386,725	1,859,493	289,848	5,824	1,271,886	3,427,051
20	Mus., Burlington & Southern R. R.	175,894	31,769	1,002	208,665	35,106				35,106
21	Tabor & Northern Railway									
22	Union Pacific Railroad	731,586	18,653	741	750,980	38,773	50,283	9,681	61,363	160,100
23	Wabash Railway	6,867,931	394,301		7,262,232	687,843	163,907	4,035	515,292	1,371,077
	Total	698,651,168	20,658,019	1,811,367	721,120,554	40,425,190	26,806,246	3,202,606	38,364,918	108,888,960

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 5—CAR-MILES—Continued

Number	Railway Companies	Mixed Train								
		Freight loaded	Freight empty	Caboose	Exclusive work equipment	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total
1	Atchison, Topeka & Santa Fe Ry	50,272	2,515	71	243	7,631	3	2	17,089	77,826
2	Atlantic Northern Railway	29,842	15,363			10,683				55,888
3	Chicago, Burlington & Quincy Railroad	317,168	118,678	275	7,398	229,977	290		22,705	696,491
4	Chicago Great Western Railroad	1,028,574	266,185	3,011		188,983	1,939	12	1,533	1,490,237
5	Mason City & Ft. Dodge Railroad									
6	Chicago, Milwaukee & St. Paul Ry	509,721	317,938	804	20,516	394,850	109		45,327	1,289,355
7	Chicago & North Western Railway	1,328,296	575,614	15,322	45,293	231,952			49,082	2,245,559
8	Chicago, St. Paul, Minn. & Omaha Ry	13,884	5,289		456	29,133				48,762
9	Chicago, Rock Island & Pacific Railway	1,506,919	537,797	103,451	23,949	500,371	3,110		36,773	2,712,370
10	St. Paul & Kansas City S. L. R. R.									
11	Colfax Northern Railway	2,128	2,145			2,029				6,302
12	Thomas W. Griggs R. R. Property									
13	Colfax Consolidated Coal									
14	Dav., Rock Island & Northwestern Ry									
15	Great Northern Railway	9,450		300		1,425			75	11,250
16	Illinois Central Railroad									
17	Dubuque & Sioux City Railroad									
18	Manchester & Oneida Railway	10,321	7,887			16,669				34,877
19	Minneapolis & St. Louis R. R.	424,628	242,851			232,100			16,352	915,931
20	Mus., Burlington & Southern R. R.	116,078	43,007			9,891				168,976
21	Tabor & Northern Railway					13,252				13,252
22	Union Pacific Railroad									
23	Wabash Railway									
	Total	5,347,281	2,135,209	123,324	97,855	1,868,946	5,451	14	188,936	9,767,076

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 6—CAR-MILES—Continued.

Number	Railway Companies	Car-Miles									
		Special Train								Total transportation service	Work service
		Freight loaded	Freight empty	Caboose	Passenger	Sleeping, parlor and observation	Dining	Other passenger train	Total		
1	Atchison, Topeka & Santa Fe Ry										
2	Atlantic Northern Railway									8,308,546	57,552
3	Chicago, Burlington & Quincy Railroad									55,888	
4	Chicago Great Western Railroad	41,461	3,066	3,595	15,728				63,850	106,479,509	138,424
5	Mason City & Ft. Dodge Railroad	16,744		1,187	4,552	891		297	23,671	71,305,391	276,217
6	Chicago, Milwaukee & St. Paul Ry										
7	Chicago & North Western Railway	47,631		3,176	7,091	11,784	1,007	1,525	72,214	172,837,968	1,009,515
8	Chicago, St. Paul, Minn. & Omaha Ry	21,691		1,739	8,028			43	31,501	184,947,995	307,097
9	Chicago, Rock Island & Pacific Railway	907		97	151	3			1,158	7,836,318	3,052
10	St. Paul & Kansas City S. L. R. R.	13,678		719	4,713			90	19,200	144,609,950	292,559
11	Colfax Northern Railway										
12	Thomas W. Griggs R. R. Property									27,243	
13	Colfax Consolidated Coal										
14	Dav., Rock Island & Northwestern Ry										
15	Great Northern Railway										
16	Illinois Central Railroad									5,180,413	1,370
17	Dubuque & Sioux City Railroad	10,521		1,424	6,020				17,965	87,621,956	1,388,536
18	Manchester & Oneida Railway										
19	Minneapolis & St. Louis R. R.									34,877	
20	Mus., Burlington & Southern R. R.	7,343		534	98	2,776		7	10,758	40,740,465	18,957
21	Tabor & Northern Railway									412,747	2,860
22	Union Pacific Railroad									13,252	
23	Wabash Railway	1,430		130	455				2,015	911,690	41,558
	Total	161,406	3,066	12,601	46,836	15,454	1,007	1,962	242,332	8,635,324	76,969
										840,018,922	3,614,666

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 7—FREIGHT AND PASSENGER SERVICE.

Number	Railway Companies	Freight Service						Passenger Service	
		Tons			Ton-Miles				
		Revenue freight	Non revenue freight	Total	Revenue freight	Non revenue freight	Total	Passengers carried —revenue	Passenger-miles —revenue
1	Atchison, Topeka & Santa Fe Ry	4,191,600	724,662	4,916,262	82,919,365	9,575,242	92,494,607	441,944	8,392,600
2	Atlantic Northern Railway	27,716	733	28,449	397,255	10,262	407,517	4,076	47,327
3	Chicago, Burlington & Quincy Railroad	8,862,902	1,681,552	10,544,454	1,139,505,596	218,292,104	1,357,887,700	2,512,165	121,474,566
4	Chicago Great Western Railroad	4,757,952	1,056,330	5,814,282	889,776,581	88,907,387	978,683,968	1,028,356	69,904,766
5	Mason City & Ft. Dodge Railroad								
6	Chicago, Milwaukee & St. Paul Ry	10,695,932	1,971,471	12,667,403	1,982,816,777	311,639,267	2,294,456,044	2,088,031	98,615,477
7	Chicago & North Western Railway	9,563,480	1,509,797	11,073,277	1,881,786,958	244,212,083	2,125,999,041	2,427,586	199,099,647
8	Chicago, St. Paul, Minn. & Omaha Ry	1,451,070	136,442	1,587,512	80,172,214	7,669,780	87,841,994	354,113	14,951,635
9	Chicago, Rock Island & Pacific Railway	10,246,112		10,246,112	1,493,836,914		1,493,836,914	3,351,179	195,565,358
10	St. Paul & Kansas City S. L. R. R.								
11	Colfax Northern Railway	71,548	2,070	73,618	347,900	8,650	356,550	41,150	205,750
12	Thomas W. Griggs R. R. Property								
13	Colfax Consolidated Coal								
14	Dav., Rock Island & Northwestern Ry								
15	Great Northern Railway	958,240	61,876	1,020,116	68,626,368	4,214,909	72,841,277	39,308	1,674,285
16	Illinois Central Railroad	4,566,143	842,511	5,408,654	931,519,274	104,397,243	1,035,916,517	1,176,884	59,434,381
17	Dubuque & Sioux City Railroad								
18	Manchester & Oneida Railway	30,771		30,771	250,675		250,675	11,575	94,220
19	Minneapolis & St. Louis R. R.	3,980,903	606,617	4,587,520	591,368,640	93,293,559	684,662,199	654,539	23,375,948
20	Mus., Burlington & Southern R. R.	173,986	15,519	189,505	5,592,173	317,827	5,910,000	18,305	368,865
21	Tabor & Northern Railway	19,584		19,584	210,528		210,528	2,822	30,337
22	Union Pacific Railroad	4,409,863	312,608	4,722,471	10,641,765	750,873	11,392,638	299,962	659,940
23	Wabash Railway	1,764,625	155,436	1,920,061	111,492,534	4,463,433	115,955,967	228,545	9,955,354
	Total	65,772,427	9,077,624	74,850,051	9,271,351,517	1,087,752,619	10,359,104,136	14,680,540	803,850,546

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 8—REVENUES AND EXPENSES.

Number	Railway Companies	Revenues and Expenses					
		Freight revenue	Passenger revenue	Passenger service train revenue	Operating revenues	Operating expenses	Net operating revenues
1	Atchison, Topeka & Santa Fe Ry	$ 1,117,366.11	$ 275,353.91	$ 387,910.40	$ 1,534,871.48	$ 1,456,536.95	$ 78,334.53
2	Atlantic Northern Railway	39,578.95	1,650.93	3,711.96	43,387.23	41,272.43	2,114.80
3	Chicago, Burlington & Quincy Railroad	12,543,900.03	4,007,709.98	5,768,982.56	18,721,229.92	16,627,199.03	2,094,040.89
4	Chicago Great Western Railroad	9,283,302.12	2,424,134.64	3,034,665.36	12,458,876.48	11,153,210.80	1,305,665.68
5	Mason City & Ft. Dodge Railroad						
6	Chicago, Milwaukee & St. Paul Ry						
7	Chicago & North Western Railway	29,948,493.98	3,411,580.27	4,990,438.91	26,498,355.44	23,058,578.86	3,439,776.58
8	Chicago, St. Paul, Minn. & Omaha Ry	22,518,361.68	6,766,920.84	9,446,798.83	32,421,536.32	25,290,239.69	7,131,296.63
9	Chicago, Rock Island & Pacific Railway	1,167,233.05	523,279.74	640,974.20	1,837,863.21	1,617,583.53	220,279.68
10	St. Paul & Kansas City S. L. R. R.	19,199,905.48	6,810,536.80	8,605,287.61	28,233,608.77	24,077,134.66	4,156,474.11
11	Colfax Northern Railway						
12	Thomas W. Griggs R. R. Property	15,660.33	2,265.77	2,265.77	19,256.10	24,701.82	*5,445.72
13	Colfax Consolidated Coal						
14	Dav., Rock Island & Northwestern Ry						
15	Great Northern Railway						
16	Illinois Central Railroad	906,022.25	58,227.09	99,962.05	1,027,990.38	799,181.95	228,808.43
17	Dubuque & Sioux City Railroad	8,641,432.55	2,106,288.53	2,756,626.76	11,596,989.43	11,465,445.14	131,544.29
18	Manchester & Oneida Railway						
19	Minneapolis & St. Louis R. R.	19,895.97	3,916.59	5,713.88	26,047.85	24,993.55	1,054.30
20	Mus., Burlington & Southern R. R.	6,158,037.97	823,572.70	1,122,540.90	7,369,453.33	6,601,088.58	768,364.75
21	Tabor & Northern Railway	155,311.33	13,481.51	18,216.86	191,186.44	199,130.47	*7,944.03
22	Union Pacific Railroad	25,600.11	1,441.80	4,522.46	34,716.57	30,679.76	4,036.81
23	Wabash Railway	183,319.32	17,693.22	29,311.41	215,968.56	295,687.71	*79,719.15
	Total	1,140,859.76	352,695.73	465,121.86	1,690,368.71	2,421,933.51	*731,564.80
		$ 104,019,480.99	$ 27,662,750.05	$ 37,383,061.78	$ 143,921,716.22	$ 125,184,598.44	$ 18,737,117.78

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 9—AVERAGES PER MILE OF ROAD.

Number	Railway Companies	Averages Per Mile of Road: Freight—train-miles	Passenger—train-miles	Mixed—train-miles	Special—train-miles	Transportation service—train-miles	Work—train-miles	Locomotive-miles transportation	Freight service car-miles	Passenger service car-miles	Freight revenue	Passenger service train revenue	Operating revenues	Operating expenses	Net operating revenue
1	Atchison, Topeka & Santa Fe Ry.	6,480	5,435	360	.....	12,284	328	22,219	360,655	57,070	$56,177.28	$19,502.79	$77,168.00	$ 73,229.61	$ 3,938.39
2	Atlantic Northern Railway	.....	.....	625	.....	625	.....	.....	2,648	625	2,318.62	217.45	2,541.72	2,417.83	123.88
3	Chicago, Burlington & Quincy R. R.	1,644	2,008	91	3	3,746	36	4,741	61,168	12,850	8,719.40	4,010.25	13,013.87	11,558.22	1,455.65
4	Chicago Great Western R. R.	1,970	1,976	132	1	4,079	48	5,126	80,691	11,149	11,898.74	3,908.59	16,046.77	14,365.10	1,681.67
5	Mason City & Ft. Dodge R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Chicago, Milwaukee & St. Paul Ry	2,114	1,682	127	2	3,925	75	4,817	80,955	8,482	10,840.15	2,582.36	13,711.88	11,931.93	1,779.95
7	Chicago & North Western Ry.	2,446	2,606	136	1	5,189	48	6,108	95,104	18,077	13,780.37	5,781.08	19,840.73	15,476.65	4,364.08
8	Chicago, St. P., Minn. & O. Ry.	2,487	2,573	144	1	5,205	18	8,174	59,650	17,147	11,438.98	6,281.60	18,011.20	15,852.45	2,158.75
9	Chicago, Rock Island & Pacific Ry.	1,691	1,718	160	.....	3,569	35	4,388	53,819	9,515	8,405.42	3,767.26	12,360.23	10,540.59	1,819.64
10	St. P. & K. C. S. L. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Colfax Northern Railway	287	440	207	.....	934	.....	934	764	1,471	2,269.61	328.37	2,790.73	3,579.97	*789.23
12	Thos. W. Griggs R. R. Prop.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Colfax Consolidated Coal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Dav., Rock Island & N. W. Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Great Northern Railway	2,000	1,157	5	.....	3,162	5	5,061	62,113	4,422	11,636.56	1,283.87	13,203.06	10,264.34	2,938.72
16	Illinois Central Railroad	3,151	2,037	.....	2	5,190	124	6,279	111,325	10,687	12,033.08	3,838.56	16,148.65	15,965.48	183.17
17	Dubuque & Sioux City Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Manchester & Oneida Railway	.....	.....	2,047	.....	2,047	.....	2,125	2,236	2,047	2,044.22	701.95	3,199.98	3,070.46	129.52
19	Minneapolis & St. Louis Railroad	1,586	1,002	172	1	2,761	8	3,382	41,776	4,146	6,941.22	1,265.31	8,306.70	7,440.61	866.09
20	Mus., Burlington & South'n R. R.	410	653	365	.....	1,428	27	975	3,568	837	2,888.44	338.79	3,555.63	3,703.37	*147.74
21	Tabor & Northern Railway	.....	.....	1,233	.....	1,233	.....	1,233	.....	1,233	2,381.40	421.62	3,229.45	2,853.93	375.52
22	Union Pacific Railroad	9,774	6,062	.....	1	15,837	17,006	211,250	305,276	65,081	74,520.05	11,915.21	87,792.10	120,198.26	*32,406.16
23	Wabash Railway	1,882	1,627	.....	1	3,510	59	4,044	34,762	6,564	5,459.70	2,225.89	8,089.44	11,590.42	*3,500.98
	Grand Averages	2,013	1,872	127	1	4,014	54	4,986	71,618	10,906	$10,219.06	$ 3,672.58	$14,139.15	$ 12,298.38	$ 1,840.77

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 10—AVERAGES PER MILE OF ROAD—Continued—AND PER TRAIN-MILE.

Number	Railway Companies	Averages Per Mile of Road: Ton-Miles: Revenue freight	Ton-Miles: All freight	Passenger-miles—revenue	Averages Per Train-Mile: Loaded Freight Car-Miles: Freight trains	Loaded Freight Car-Miles: Mixed trains	Empty Freight Car-Miles: Freight trains	Empty Freight Car-Miles: Mixed trains	Ton-Miles: Revenue freight	Ton-Miles: All freight	Passenger Train Car-Miles: Passenger trains	Passenger Train Car-Miles: Mixed trains	Revenue passenger-miles	Freight revenue	Passenger service train revenue
1	Atchison, Topeka & Santa Fe Ry.	4,168,807	4,650,307	421,955	35.53	6.85	18.58	.34	619.99	691.58	10.27	3.37	75.89	$ 8.35	$ 3.51
2	Atlantic Northern Railway	23,272	23,873	2,772	.....	2.79	.....	1.43	371.85	381.46	.....	1.00	4.43	3.70	3.47
3	Chicago, Burlington & Quincy Railroad	792,178	943,921	84,442	23.33	2.41	12.68	.90	465.93	555.18	6.39	1.92	41.32	5.13	1.96
4	Chicago Great Western Railroad	1,146,014	1,260,525	90,036	27.79	10.05	11.09	2.60	549.60	604.51	5.51	1.88	45.18	5.71	1.96
5	Mason City & Ft. Dodge Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Chicago, Milwaukee & St. Paul Ry.	1,026,032	1,187,293	51,030	23.97	2.08	12.97	1.29	465.08	538.17	4.90	1.79	29.72	4.91	1.50
7	Chicago & North Western Railway	1,151,581	1,301,029	121,841	24.60	6.00	12.67	2.60	448.97	507.24	6.87	1.27	46.46	5.37	2.20
8	Chicago, St. Paul, Minn. & Omaha Ry.	785,694	860,858	146,527	15.07	.95	7.76	.36	305.52	334.74	6.55	1.98	55.67	4.45	2.39
9	Chicago, Rock Island & Pacific Railway	653,978	.....	85,616	20.92	4.13	9.18	1.47	360.61	.....	5.40	5.96	48.77	4.63	2.15
10	St. Paul & Kansas City S. L. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Colfax Northern Railway	50,420	51,674	29,818	3.22	1.49	3.25	1.50	101.96	104.49	2.67	1.42	46.66	4.58	5.67
12	Thomas W. Griggs R. R. Property	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Colfax Consolidated Coal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Dav., Rock Island & Northwestern Ry.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Great Northern Railway	881,407	935,542	21,504	19.29	25.20	11.05	.....	439.67	466.67	3.81	4.00	18.57	5.81	1.11
16	Illinois Central Railroad	1,297,128	1,442,499	83,762	20.04	.....	14.26	.....	411.60	457.73	5.24	.....	40.63	3.82	1.88
17	Dubuque & Sioux City Railroad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Manchester & Oneida Railway	30,795	30,795	11,574	.....	.62	.....	.47	15.04	15.04	.....	1.00	5.65	1.19	.34
19	Minneapolis & St. Louis R. R.	666,579	771,737	26,349	17.51	2.78	7.35	1.59	389.49	450.94	3.86	1.63	25.13	4.06	1.21
20	Mus., Burlington & Southern R. R.	104,001	109,912	6,860	6.27	5.92	1.70	2.19	138.03	145.88	1.00	.50	10.17	3.83	.50
21	Tabor & Northern Railway	19,584	19,584	2,822	.....	.....	.....	.....	15.88	15.88	.....	1.00	2.29	1.93	.34
22	Union Pacific Railroad	4,325,921	4,631,154	268,268	23.51	.....	6.91	.....	442.61	473.84	10.74	.....	44.25	7.62	1.97
23	Wabash Railway	533,559	554,919	47,642	12.55	.....	4.92	.....	283.49	294.84	4.03	.....	29.27	2.00	1.37
	Grand Averages	910,835	1,017,608	78,972	22.53	4.10	11.56	1.64	432.41	483.15	5.71	1.58	41.40	$ 4.85	$ 1.92

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 11—AVERAGES PER TRAIN-MILE—Continued—AND PER LOCOMOTIVE-MILE, PER LOADED FREIGHT CAR-MILE AND PER CAR-MILE-PASSENGER.

Number	Railway Companies	Averages Per Train-Mile			Averages Per Locomotive-Mile								Averages Per Loaded Freight Car-Mile			Averages Per Car-Mile —Passenger	
		Operating revenues	Operating expenses	Net operating revenues	Train-miles freight trains	Car-miles freight trains	Train-miles passenger trains	Car-miles passenger trains	Train-miles mixed trains	Car-miles mixed trains	Train-miles special trains	Car-miles special trains	Ton-Miles: Revenue freight	Ton-Miles: All freight	Freight revenue	Passenger-miles —revenue	Passenger revenue
1	Atchison, Topeka & Santa Fe Ry.	$ 6.28	$ 5.96	$ .32	.88	48.42	.88	8.99	.90	9.55	------	------	17.91	19.98	$ .24136	13.09	$ .42966
2	Atlantic Northern Railway	4.06	3.86	.20	------	------	------	------	.86	.86	------	------	13.31	13.65	1.32628	4.43	.15453
3	Chicago, Burlington & Quincy Railroad	3.47	3.08	.39	.90	33.42	.98	6.20	.98	5.17	.83	14.50	20.54	24.48	.22612	12.17	.40764
4	Chicago Great Western Railroad	3.93	3.52	.41	.87	34.97	1.02	5.60	.98	14.32	.90	18.89	20.43	22.47	.21214	11.21	.38881
5	Mason City & Ft. Dodge Railroad	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
6	Chicago, Milwaukee & St. Paul Ry.	3.49	3.04	.45	.95	36.08	1.00	4.90	.98	5.14	.90	18.24	20.14	23.31	.21282	9.93	.34364
7	Chicago & North Western Railway	3.82	2.98	.84	.98	37.72	1.00	6.84	.99	10.05	1.00	18.11	18.88	21.33	.22598	11.07	.37637
8	Chicago, St. Paul, Minn. & Omaha Ry.	3.46	3.05	.41	.93	22.21	.97	6.34	.93	3.08	.95	11.58	20.89	22.89	.30413	13.72	.48030
9	Chicago, Rock Island & Pacific Railway	3.46	2.95	.51	.97	30.22	.99	5.35	.95	7.07	.93	24.71	18.15	------	.23326	13.52	.47083
10	St. Paul & Kansas City S. L. R. R.	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
11	Colfax Northern Railway	2.98	3.83	*.84	1.00	------	1.00	2.67	1.00	1.41	------	------	40.86	41.88	1.83957	20.27	.22325
12	Thomas W. Griggs R. R. Property	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
13	Colfax Consolidated Coal	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
14	Dav., Rock Island & Northwestern Ry.	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
15	Great Northern Railway	4.18	3.25	.93	1.00	30.88	.96	3.66	1.00	30.00	------	------	22.77	24.17	.30065	6.97	.24224
16	Illinois Central Railroad	3.11	3.07	.04	.97	34.36	.97	5.10	------	------	1.00	12.53	20.54	22.84	.19052	11.38	.40377
17	Dubuque & Sioux City Railroad	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
18	Manchester & Oneida Railway	1.56	1.50	.06	------	------	------	------	1.00	1.00	------	------	24.28	24.28	1.92771	5.65	.23496
19	Minneapolis & St. Louis R. R.	3.01	2.70	.31	.91	23.58	.99	3.83	.96	5.78	1.00	20.41	23.60	27.32	.24571	9.82	.34583
20	Mus., Burlington & Southern R. R.	2.49	2.59	*.10	.98	1.45	------	------	1.00	8.62	------	------	21.97	23.22	------	8.19	.29961
21	Tabor & Northern Railway	2.61	2.31	.30	------	------	------	------	1.00	1.00	------	------	------	------	------	2.31	.10873
22	Union Pacific Railroad	5.54	7.59	*2.05	.61	19.02	.43	4.62	------	------	.67	------	18.82	20.15	.32425	7.41	.19808
23	Wabash Railway	2.30	3.30	*.99	1.00	18.43	.97	3.92	------	------	1.00	15.50	22.59	23.50	.23119	11.69	.41408
	Grand Averages	$ 3.52	$ 3.06	$ .45	.94	33.30	.99	5.66	.96	7.27	.90	16.91	19.84	22.17	$ .22268	11.61	$ .39077

*Deficit.

TABLE 10A—STATISTICS OF RAIL LINE OPERATIONS—IOWA

PART 12—MISCELLANEOUS AVERAGES.

Number	Railway Companies	Miscellaneous Averages								
		Miles Hauled: Revenue freight	Miles Hauled: Non-revenue freight	Miles Hauled: All freight	Miles carried—Revenue passengers	Revenue Per: Ton of freight	Revenue Per: Ton mile of freight	Revenue Per: Passenger	Revenue Per: Passenger mile	Operating ratio %
1	Atchison, Topeka & Santa Fe Ry.	19.78	13.21	18.81	18.99	$ .26657	$ .01348	$ .62305	$ .03281	94.90
2	Atlantic Northern Railway	14.33	14.00	14.32	11.61	1.42801	.00963	.40503	.03488	95.13
3	Chicago, Burlington & Quincy Railroad	128.58	129.82	128.78	48.35	1.41533	.01101	1.61622	.02349	88.81
4	Chicago Great Western Railroad	187.01	84.17	168.32	67.98	1.94166	.01038	2.35729	.03468	89.52
5	Mason City & Ft. Dodge Railroad	------	------	------	------	------	------	------	------	------
6	Chicago, Milwaukee & St. Paul Ry.	185.38	158.07	181.13	47.23	1.95856	.01056	1.63387	.03459	87.02
7	Chicago & North Western Railway	196.77	161.75	191.99	82.02	2.35462	.01197	2.78751	.03399	78.00
8	Chicago, St. Paul, Minn. & Omaha Ry.	55.25	56.21	55.33	42.22	.80439	.01456	1.50314	.03560	88.01
9	Chicago, Rock Island & Pacific Railway	145.80	------	------	58.36	1.87387	.01285	2.03228	.03482	85.23
10	St. Paul & Kansas City S. L. R. R.	------	------	------	------	------	------	------	------	------
11	Colfax Northern Railway	4.86	4.17	4.84	5.00	.21889	.04501	.05506	.01101	128.28
12	Thomas W. Griggs R. R. Property	------	------	------	------	------	------	------	------	------
13	Colfax Consolidated Coal	------	------	------	------	------	------	------	------	------
14	Dav., Rock Island & Northwestern Ry.	------	------	------	------	------	------	------	------	------
15	Great Northern Railway	71.62	68.12	71.41	42.59	.94551	.01320	1.48130	.03478	77.74
16	Illinois Central Railroad	204.01	123.91	191.53	50.50	1.89250	.00928	1.79142	.03547	98.87
17	Dubuque & Sioux City Railroad	------	------	------	------	------	------	------	------	------
18	Manchester & Oneida Railway	8.14	------	8.14	8.13	.64658	.07936	.33836	.04156	96.96
19	Minneapolis & St. Louis R. R.	148.55	153.79	149.24	35.71	1.54689	.01041	1.25825	.03523	89.57
20	Mus., Burlington & Southern R. R.	32.14	24.80	31.19	20.15	.89266	.02777	.73649	.03655	104.15
21	Tabor & Northern Railway	10.75	------	10.75	10.75	1.30719	.12159	.51091	.04752	88.40
22	Union Pacific Railroad	2.41	2.40	2.41	2.20	.04157	.01723	.05898	.02681	136.91
23	Wabash Railway	63.18	28.72	60.39	43.56	.64652	.01023	1.54322	.03543	143.28
	Grand Averages	140.96	119.82	138.39	54.75	$1.58150	$ .01122	$1.88431	$ .03441	86.98

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 1—PRODUCTS OF AGRICULTURE.

Number	Railway Companies	Wheat						Corn					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	49,674	1,892,623	4,821	192,585	54,495	2,085,208	12,329	441,899	3,621	137,646	15,950	579,536
2	Chicago, Burlington & Quincy R. R.	56,650	2,356,558	6,073	246,609	62,723	2,603,167	56,195	2,269,763	7,374	298,481	63,569	2,568,247
3	Chicago Great Western R. R.	1,285	55,210	10,656	440,842	11,941	496,052	5,412	213,617	1,478	58,744	6,890	272,361
4	Chicago, Milwaukee & St. Paul Ry.	36,951	1,548,738	2,064	84,466	39,015	1,633,204	43,473	1,750,381	3,086	120,767	46,559	1,871,148
5	Chicago & North Western Ry.	15,347	632,956	7,687	309,365	23,034	942,321	53,619	2,218,952	17,916	717,880	71,535	2,936,832
6	Chicago, St. Paul, Minn. & O. Ry.	9,458	380,273	5,940	240,265	15,398	620,538	12,825	514,454	4,881	197,993	17,706	712,447
7	Chicago, Rock Island & Pacific Ry.	40,557	1,623,258	9,412	341,701	49,969	1,964,959	35,657	1,401,512	10,145	345,078	45,802	1,746,590
8	Great Northern Ry.	54,144	2,264,960	5,354	222,796	59,498	2,487,756	9,590	368,924	609	21,728	10,208	390,652
9	Illinois Central R. R.	11,998	492,005	8,625	358,729	20,623	850,734	39,722	1,622,214	14,473	602,936	54,195	2,225,150
10	Minneapolis & St. Louis R. R.	8,294	332,278	4,429	178,729	12,723	511,007	11,569	455,875	451	17,314	12,020	473,189
11	Mus., Burlington & Southern R. R.	127	4,883	----------	----------	127	4,883	344	13,390	1	33	345	13,423
12	Union Pacific R. R.	31,153	1,469,813	5,087	237,153	36,240	1,706,966	21,150	909,468	3,759	153,260	24,909	1,062,728
13	Wabash Railway	7,482	298,961	4,221	168,830	11,703	467,791	17,703	689,440	6,501	257,204	24,204	946,644
	Total	323,120	13,352,516	74,369	3,022,070	397,489	16,374,586	319,597	12,869,883	74,295	2,929,064	393,892	15,798,947
	Per cent of total carload traffic	3.204	4.461	.738	1.010	3.942	5.471	3.171	4.299	.736	.979	3.907	5.278

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 2—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Oats						Other Grain					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	4,174	121,499	2,381	75,266	6,555	196,765	1,918	61,697	1,009	28,561	2,927	90,258
2	Chicago, Burlington & Quincy R. R.	13,220	406,909	5,202	172,051	18,422	578,960	3,827	141,403	873	28,803	4,700	170,206
3	Chicago Great Western R. R.	3,675	117,612	1,147	35,980	4,822	153,592	1,492	54,808	894	31,687	2,386	86,495
4	Chicago, Milwaukee & St. Paul Ry.	25,005	834,785	1,786	58,036	26,791	892,821	11,972	467,767	757	25,177	12,729	492,944
5	Chicago & North Western Ry.	23,784	772,266	11,163	366,001	34,947	1,138,267	8,621	338,476	5,602	213,497	14,223	551,973
6	Chicago, St. Paul, Minn. & O. Ry.	10,014	335,484	3,348	117,546	13,362	453,030	6,118	237,324	3,079	122,987	9,197	360,311
7	Chicago, Rock Island & Pacific Ry.	20,817	649,995	3,114	95,974	23,931	745,969	5,426	169,590	1,220	37,700	6,646	207,290
8	Great Northern Ry.	8,076	281,334	303	9,061	8,379	290,395	16,606	687,297	498	19,818	17,164	707,025
9	Illinois Central R. R.	22,005	640,336	7,148	217,654	29,153	857,990	1,948	50,049	3,040	94,723	4,988	144,772
10	Minneapolis & St. Louis R. R.	6,872	230,938	99	2,947	6,971	233,885	2,258	85,706	147	3,935	2,405	89,641
11	Mus., Burlington & Southern R. R.	27	869	----------	----------	27	869	7	258	1	11	8	269
12	Union Pacific R. R.	3,434	118,099	523	15,913	3,957	133,913	1,975	81,097	307	9,712	2,282	90,809
13	Wabash Railway	5,944	185,069	4,412	136,819	10,356	321,888	455	16,202	556	17,333	1,011	33,535
	Total	147,047	4,695,096	40,626	1,303,248	187,673	5,998,344	62,585	2,391,584	17,983	633,944	80,666	3,025,528
	Per cent of total carload traffic	1.458	1.568	.404	.435	1.862	2.003	.622	.798	.178	.212	.800	1.010

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 3—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Flour and Meal						Other Mill Products					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	32,376	826,060	1,756	46,483	34,132	872,543	14,909	347,077	2,067	49,559	17,066	396,638
2	Chicago, Burlington & Quincy R. R.	26,804	698,982	7,053	179,580	33,857	878,562	20,150	453,874	3,659	81,667	23,809	535,541
3	Chicago Great Western R. R.	6,349	165,690	6,238	183,598	12,587	349,288	2,018	45,743	1,518	31,172	3,536	76,915
4	Chicago, Milwaukee & St. Paul Ry.	28,740	783,001	4,294	113,826	33,034	896,827	14,895	353,494	2,278	50,138	17,173	403,632
5	Chicago & North Western Ry.	9,130	235,210	18,362	483,959	27,492	719,169	10,326	249,870	14,213	330,452	24,539	580,322
6	Chicago, St. Paul, Minn. & O. Ry.	12,637	322,355	1,629	35,069	14,266	357,424	8,574	204,018	444	9,513	9,018	213,531
7	Chicago, Rock Island & Pacific Ry.	33,051	831,305	5,156	131,788	38,207	963,093	19,610	457,206	2,271	47,730	21,881	504,936
8	Great Northern Ry.	17,487	494,008	681	17,345	18,168	511,353	8,775	218,922	332	7,362	9,107	226,284
9	Illinois Central R. R.	7,101	167,977	12,879	330,292	19,980	498,269	12,174	264,454	7,148	160,545	19,322	424,999
10	Minneapolis & St. Louis R. R.	14,001	358,015	2,569	65,526	16,570	423,541	2,280	55,609	555	12,882	2,835	68,491
11	Mus., Burlington & Southern R. R.	23	533	150	3,627	173	4,160	11	183	23	452	34	635
12	Union Pacific R. R.	14,290	373,562	2,733	76,101	17,023	449,663	3,872	91,655	1,150	22,568	5,022	114,223
13	Wabash Railway	3,806	99,070	8,578	227,499	12,444	326,569	5,559	126,707	4,799	104,810	10,358	231,517
	Total	205,855	5,355,768	72,078	1,894,693	277,933	7,250,461	123,243	2,868,812	40,457	908,850	163,700	3,777,662
	Per cent of total carload traffic	2.042	1.789	.714	.633	2.756	2.422	1.222	.958	.401	.303	1.623	1.261

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 4—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Hay, Straw and Alfalfa						Tobacco					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	21,166	265,319	1,683	21,637	22,849	286,956	------	------	------	------	------	------
2	Chicago, Burlington & Quincy R. R.	14,540	179,965	3,690	47,671	18,230	227,636	281	3,489	100	1,466	381	4,955
3	Chicago Great Western R. R.	2,127	26,289	517	6,689	2,644	32,978	4	48	22	512	26	560
4	Chicago, Milwaukee & St. Paul Ry.	11,247	151,560	3,906	51,144	15,153	202,704	2,712	40,152	587	8,979	3,299	49,131
5	Chicago & North Western Ry.	16,485	197,219	3,513	45,075	19,998	242,294	782	10,967	258	3,526	1,040	14,493
6	Chicago, St. Paul, Minn. & O. Ry.	2,884	36,403	2,402	28,956	5,286	65,359	104	1,772	39	520	143	2,292
7	Chicago, Rock Island & Pacific Ry.	7,511	92,584	2,317	28,918	9,828	121,502	20	450	37	641	57	1,091
8	Great Northern Ry.	10,109	135,801	547	7,455	10,656	143,256	20	186	3	51	23	237
9	Illinois Central R. R.	9,553	112,278	5,778	71,885	15,331	184,163	3,664	46,420	1,549	21,242	5,213	67,662
10	Minneapolis & St. Louis R. R.	771	9,367	124	1,614	895	10,981	------	------	33	738	33	738
11	Mus., Burlington & Southern R. R.	66	839	4	53	70	892	------	------	2	25	2	25
12	Union Pacific R. R.	9,658	130,938	1,984	28,178	11,642	159,116	------	------	191	4,217	191	4,217
13	Wabash Railway	8,565	103,044	1,905	25,135	10,470	128,179	17	211	193	2,283	210	2,494
	Total	114,682	1,441,606	28,370	364,410	143,052	1,806,016	7,604	103,695	3,014	44,200	10,618	147,895
	Per cent of total carload traffic	1.137	.483	.281	.122	1.418	.605	.075	.035	.031	.014	.106	.049

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 5—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Cotton						Cotton Seed Products, Except Oil					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	2,828	31,462	1,453	19,170	4,281	50,632	1,862	46,420	1,068	25,522	2,930	71,942
2	Chicago, Burlington & Quincy R. R.	66	1,021	779	10,827	845	11,848	52	958	347	8,029	399	8,987
3	Chicago Great Western R. R.	9	164	158	2,127	167	2,291	2	30	23	641	25	671
4	Chicago, Milwaukee & St. Paul Ry	4	52	252	3,650	256	3,702	8	156	31	638	39	794
5	Chicago & North Western Ry	24	386	100	1,482	124	1,868	39	890	178	4,735	217	5,625
6	Chicago, St. Paul, Minn. & O. Ry	4	61	34	468	38	529	2	40	15	388	17	428
7	Chicago, Rock Island & Pacific Ry	6,985	87,617	1,478	18,546	8,463	106,163	4,267	100,445	913	21,034	5,180	121,479
8	Great Northern Ry	7	121	218	3,277	225	3,398	2	29	2	36	4	65
9	Illinois Central R. R.	8,204	87,249	11,832	148,628	20,036	235,877	7,468	169,345	5,254	122,173	12,722	291,518
10	Minneapolis & St. Louis R. R.	------	------	98	1,383	98	1,383	------	------	5	126	5	126
11	Mus., Burlington & Southern R. R.	------	------	------	------	------	------	------	------	------	------	------	------
12	Union Pacific R. R.	------	------	367	5,983	367	5,983	2	50	198	4,729	200	4,779
13	Wabash Railway	------	------	3,329	45,171	3,329	45,171	31	727	280	6,743	311	7,470
	Total	18,131	208,133	20,098	260,712	38,229	468,845	13,735	319,000	8,314	194,794	22,049	513,884
	Per cent of total carload traffic	.181	.069	.199	.087	.380	.156	.136	.106	.082	.065	.218	.171

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 6—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Citrus Fruit						Other Fresh Fruits					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	16,168	273,416	423	6,926	16,591	280,342	22,634	334,639	7,803	118,734	30,437	453,373
2	Chicago, Burlington & Quincy R. R.	67	738	1,495	23,828	1,562	24,566	3,828	54,168	14,304	214,597	18,132	268,765
3	Chicago Great Western R. R.	3	49	996	17,248	999	17,297	203	2,630	5,971	93,059	6,174	95,689
4	Chicago, Milwaukee & St. Paul Ry	15	227	2,681	44,948	2,696	45,175	1,375	22,696	18,294	284,551	19,669	307,247
5	Chicago & North Western Ry	47	667	1,646	27,884	1,693	28,551	1,654	21,372	18,805	291,597	20,459	312,969
6	Chicago, St. Paul, Minn. & O. Ry	19	294	764	12,702	783	12,996	703	10,842	5,614	88,939	6,317	99,781
7	Chicago, Rock Island & Pacific Ry	37	420	8,851	148,193	8,888	148,613	2,376	32,147	21,692	289,708	24,068	321,855
8	Great Northern Ry	31	473	539	8,723	570	9,196	13,689	249,852	2,077	29,834	15,766	279,686
9	Illinois Central R. R.	540	7,939	6,584	102,943	7,124	110,882	32,967	362,211	33,273	462,368	66,240	824,579
10	Minneapolis & St. Louis R. R.	------	------	147	2,259	147	2,259	100	1,427	3,996	65,755	4,096	67,182
11	Mus., Burlington & Southern R. R.	------	------	1	18	1	18	14	191	23	299	37	490
12	Union Pacific R. R.	------	------	7,924	133,518	7,924	133,518	418	5,709	51,217	801,759	51,635	807,468
13	Wabash Railway	54	586	3,300	55,442	3,354	56,028	1,429	20,752	10,191	145,589	11,620	166,341
	Total	16,981	284,809	35,351	584,632	52,332	869,441	81,390	1,118,636	193,260	2,886,789	274,650	4,005,425
	Per cent of total carload traffic	.168	.095	.351	.195	.519	.290	.807	.373	1.917	.965	2.724	1.338

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 7—PRODUCTS OF AGRICULTURE—Continued.

Number	Railway Companies	Potatoes						Other Fresh Vegetables					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	6,748	115,933	7,365	126,994	14,113	242,927	6,833	83,628	2,960	39,174	9,793	122,802
2	Chicago, Burlington & Quincy R. R.	4,314	73,885	15,604	286,436	19,918	360,321	805	10,917	2,767	37,232	3,572	48,149
3	Chicago Great Western R. R.	376	6,733	2,628	47,370	3,004	54,103	265	3,749	1,308	16,776	1,573	20,525
4	Chicago, Milwaukee & St. Paul Ry.	2,963	56,773	3,054	55,848	6,017	112,621	4,007	64,546	2,336	39,827	6,343	104,373
5	Chicago & North Western Ry.	8,933	167,711	11,727	214,508	20,660	382,219	3,954	58,949	3,286	42,875	7,240	101,824
6	Chicago, St. Paul, Minn. & O. Ry.	2,951	55,177	4,783	86,947	7,734	142,124	921	18,652	991	15,750	1,912	33,802
7	Chicago, Rock Island & Pacific Ry.	2,014	35,223	7,570	135,498	9,584	170,721	1,019	14,562	10,664	128,558	11,683	143,121
8	Great Northern Ry.	20,353	387,580	308	5,770	20,661	393,350	646	14,147	443	6,143	1,089	20,290
9	Illinois Central R. R.	2,079	35,769	10,631	187,287	12,710	223,056	7,852	91,898	14,984	191,601	22,836	283,499
10	Minneapolis & St. Louis R. R.	669	11,337	7,464	136,927	8,133	148,264	65	1,090	784	10,137	849	11,227
11	Mus., Burlington & Southern R. R.	6	101	48	824	54	925	5	78	9	123	14	201
12	Union Pacific R. R.	7,265	117,837	13,671	239,622	20,936	357,459	2,033	27,218	7,041	86,079	9,074	113,297
13	Wabash Railway	357	5,510	6,122	108,999	6,479	114,509	1,187	15,093	4,558	59,948	5,745	75,041
	Total	59,028	1,069,569	90,975	1,633,030	150,003	2,702,599	29,592	403,928	52,131	674,223	81,723	1,078,151
	Per cent of total carload traffic	.586	.358	.902	.546	1.488	.904	.294	.135	.517	.225	.811	.360

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 8—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Dried Fruits and Vegetables						Other Products of Agriculture					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	5,494	162,982	1,053	27,790	6,547	190,772	8,727	254,304	1,402	26,605	10,129	280,909
2	Chicago, Burlington & Quincy R. R.	193	3,668	991	29,505	1,184	33,173	16,755	737,271	3,990	105,971	20,745	843,242
3	Chicago Great Western R. R.	23	304	797	24,202	820	24,506	1,670	44,501	1,288	31,605	2,958	76,106
4	Chicago, Milwaukee & St. Paul Ry.	388	9,515	1,480	44,269	1,868	53,784	9,003	270,075	3,535	80,799	12,538	350,874
5	Chicago & North Western Ry.	448	10,335	1,332	37,941	1,780	48,276	6,053	177,857	5,653	130,767	11,706	308,624
6	Chicago, St. Paul, Minn. & O. Ry.	136	2,652	298	8,951	434	11,603	1,343	37,834	2,144	51,239	3,487	89,073
7	Chicago, Rock Island & Pacific Ry.	305	6,112	1,354	41,064	1,659	47,176	3,758	80,986	2,662	50,385	6,420	131,371
8	Great Northern Ry.	86	1,828	183	5,140	269	6,968	3,953	137,479	633	13,624	4,586	151,103
9	Illinois Central R. R.	189	3,913	1,242	26,105	1,431	30,018	5,361	98,112	4,557	86,697	9,918	184,809
10	Minneapolis & St. Louis R. R.	1	16	126	3,194	127	3,210	1,919	60,284	1,667	50,669	3,586	110,953
11	Mus., Burlington & Southern R. R.	4	71			4	71	5	64	6	97	11	161
12	Union Pacific R. R.	253	5,910	3,710	126,007	3,963	131,917	14,004	709,414	3,043	59,150	17,047	768,564
13	Wabash Railway	120	2,524	1,167	31,337	1,287	33,861	1,809	47,625	3,398	72,027	5,207	119,652
	Total	7,640	209,830	13,733	405,505	21,373	615,335	74,360	2,655,806	33,978	759,635	108,338	3,415,441
	Per cent of total carload traffic	.075	.070	.136	.135	.211	.205	.738	.887	.337	.253	1.075	1.140

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 9—TOTAL PRODUCTS OF AGRICULTURE

Number	Railway Companies	Originating on Road				Received from Connecting Carriers		Total			
		Carloads	% of total carloads	Tons	% total tons all traffic	Carloads	Tons	Carloads	% of total carloads	Tons	% total tons all traffic
1	Atchison, Topeka & Santa Fe Ry.	207,930	28.4	5,258,949	18.2	40,865	942,652	248,795	25.04	6,201,601	21.5
2	Chicago, Burlington & Quincy R. R.	217,747	24.9	7,393,572	18.8	74,301	1,772,753	292,048	23.04	9,166,325	23.4
3	Chicago Great Western R. R.	24,913	24.8	737,177	12.6	35,639	1,022,252	60,552	26.94	1,759,429	30.0
4	Chicago, Milwaukee & St. Paul Ry.	192,758	19.4	6,353,918	15.1	50,421	1,067,063	243,179	18.41	7,420,981	17.6
5	Chicago & North Western Ry.	159,246	16.3	5,094,083	10.5	121,441	3,221,544	280,687	18.78	8,315,627	17.1
6	Chicago, St. Paul, Minn. & Omaha Railway	68,693	33.5	2,157,035	22.6	36,405	1,018,233	105,098	30.75	3,175,268	33.3
7	Chicago, Rock Island & Pacific Ry.	183,410	32.9	5,583,413	22.2	88,856	1,862,516	272,266	29.85	7,445,929	29.5
8	Great Northern Ry.	163,643	25.9	5,242,851	19.1	12,730	378,163	176,373	24.08	5,621,014	20.4
9	Illinois Central R. R.	172,825	21.3	4,252,169	89.1	148,997	3,185,808	321,822	22.18	7,437,977	15.6
10	Minneapolis & St. Louis R. R.	48,799	41.2	1,601,942	25.1	22,694	554,135	71,493	32.98	2,156,077	33.8
11	Mus., Burlington & Southern R. R.	639	29.4	21,460	12.3	268	5,562	907	16.88	27,022	15.5
12	Union Pacific R. R.	109,507	39.4	4,040,671	25.4	102,905	2,003,949	212,412	36.94	6,044,620	37.9
13	Wabash Railway	54,578	22.1	1,611,521	10.3	63,510	1,465,169	118,088	21.51	3,076,690	19.7
	Total	1,604,688		49,348,761		799,032	18,499,799	2,403,720		67,848,560	
	Per cent of total carload traffic	15.916		16.484		7,924	6.179	23.840		22.663	
14	Atlantic Northern Ry.			7,122			220			7,342	
15	Colfax Northern Ry.			40			10			50	
16	Manchester & Oneida Ry.			285			802			1,087	
17	Tabor & Northern Ry.			9,336						9,336	
	Total 14 to 17 inclusive			16,783			1,032			17,815	
	Total tons			49,365,544			18,500,831			67,866,375	
	Per cent total tons all traffic			15.793			5.918			21.711	

Note—Atlantic Northern, Colfax Northern, Manchester & Oneida and Tabor & Northern Railways only give total tons of revenue freight by classes.

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 9½—ANIMALS AND PRODUCTS

Number	Railway Companies	Horses and Mules					
		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	2,344	27,628	437	5,047	2,781	32,675
2	Chicago, Burlington & Quincy R. R.	3,754	42,726	891	10,472	4,645	53,198
3	Chicago Great Western R. R.	163	1,928	65	840	228	2,768
4	Chicago, Milwaukee & St. Paul Ry.	1,310	15,154	203	2,400	1,513	17,554
5	Chicago & North Western Ry.	1,752	19,939	586	6,646	2,338	26,585
6	Chicago, St. Paul, Minn. & O. Ry.	714	7,780	300	3,206	1,014	10,986
7	Chicago, Rock Island & Pacific Ry.	2,163	24,862	536	6,321	2,699	31,183
8	Great Northern Ry.	613	6,999	97	1,178	710	8,177
9	Illinois Central R. R.	1,564	18,070	752	8,675	2,316	26,745
10	Minneapolis & St. Louis R. R.	238	2,766	47	591	825	3,357
11	Mus., Burlington & Southern R. R.	2	20			2	20
12	Union Pacific R. R.	1,220	13,878	258	3,127	1,478	17,005
13	Wabash Railway	975	11,713	462	5,408	1,437	17,121
	Total	16,812	193,463	4,634	53,911	21,446	247,374
	Per cent of total carload traffic	.167	.065	.046	.018	.213	.083

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 10—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Cattle and Calves						Sheep and Goats					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	63,589	764,103	21,955	246,612	85,544	1,010,715	8,967	76,013	3,287	29,706	11,354	105,719
2	Chicago, Burlington & Quincy R. R.	89,349	1,048,913	13,675	171,990	103,024	1,220,903	8,718	78,627	3,846	41,224	12,564	119,851
3	Chicago Great Western R. R.	12,501	146,132	913	10,463	13,414	156,595	655	5,425	297	3,151	952	8,576
4	Chicago, Milwaukee & St. Paul Ry.	65,403	758,086	6,969	80,089	72,372	838,175	3,699	32,586	1,949	21,673	5,648	54,259
5	Chicago & North Western Ry.	62,384	721,265	12,121	140,254	74,505	861,519	5,016	46,170	3,482	38,045	8,498	84,215
6	Chicago, St. Paul, Minn. & O. Ry.	22,059	258,013	5,535	65,003	27,594	323,016	884	7,857	507	5,340	1,391	13,197
7	Chicago, Rock Island & Pacific Ry.	52,273	603,312	10,219	113,374	62,492	716,686	2,514	21,065	794	7,906	3,408	28,971
8	Great Northern Ry.	15,335	182,831	2,096	25,081	17,431	207,912	2,961	31,044	243	2,426	3,204	33,470
9	Illinois Central R. R.	20,346	238,885	5,906	71,828	26,252	310,713	1,413	11,746	326	3,113	1,739	14,859
10	Minneapolis & St. Louis R. R.	8,629	96,842	1,547	18,340	10,176	115,182	227	1,485	79	738	306	2,223
11	Mus., Burlington & Southern R. R.	76	833	8	99	84	932						
12	Union Pacific R. R.	36,251	428,073	7,440	90,912	43,691	518,985	6,041	67,155	12,922	146,680	18,963	213,835
13	Wabash Railway	10,118	122,247	2,372	28,812	12,490	151,059	1,869	16,917	316	2,533	2,185	19,450
	Total	458,313	5,369,525	90,756	1,062,857	549,069	6,432,392	42,164	396,090	28,048	302,535	70,212	698,625
	Per cent of total carload traffic	4.546	1,794	.900	.355	5.446	2.149	.418	.132	.278	.101	.696	.233

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 11—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Hogs						Fresh Meats					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	14,350	135,261	4,624	40,948	18,992	176,209	13,100	161,771	1,559	18,892	14,659	180,663
2	Chicago, Burlington & Quincy R. R.	83,490	763,049	5,907	59,022	89,397	822,071	16,621	220,292	518	6,831	17,139	227,123
3	Chicago Great Western R. R.	12,073	108,289	1,888	19,214	13,961	127,503	5,195	62,221	178	2,259	5,373	64,480
4	Chicago, Milwaukee & St. Paul Ry.	70,321	690,442	4,409	42,333	74,730	733,775	19,338	271,861	538	7,155	19,876	279,016
5	Chicago & North Western Ry.	70,794	659,194	8,886	85,957	79,680	745,151	15,005	191,613	4,040	52,905	19,045	244,518
6	Chicago, St. Paul, Minn. & O. Ry.	18,273	171,873	5,658	50,960	23,931	222,833	4,725	61,416	35	623	4,760	62,039
7	Chicago, Rock Island & Pacific Ry.	51,888	470,068	3,203	28,293	55,091	498,361	6,928	78,918	740	8,733	7,668	87,651
8	Great Northern Ry.	11,387	111,739	466	4,231	11,853	115,970	810	10,973	145	2,205	955	13,178
9	Illinois Central R. R.	25,426	241,084	4,826	47,259	30,252	288,343	11,998	157,475	4,027	58,658	16,025	216,133
10	Minneapolis & St. Louis R. R.	16,073	150,321	565	5,205	16,638	155,526	2,378	35,193	178	2,186	2,556	37,379
11	Mus., Burlington & Southern R. R.	231	2,010	13	111	244	2,121						
12	Union Pacific R. R.	18,567	166,094	1,330	11,867	19,897	177,961	2,396	42,788	578	9,280	2,974	52,068
13	Wabash Railway	13,809	143,237	5,003	49,880	18,812	193,117	5,952	73,671	1,101	14,501	7,053	88,172
	Total	406,482	3,812,661	46,796	446,280	453,278	4,258,941	104,446	1,368,192	13,637	184,228	118,083	1,552,420
	Per cent of total carload traffic	4.032	1,273	.464	.149	4.496	1.422	1.036	.457	.135	.062	1,171	.519

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 12—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Other Packing House Products						Poultry					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	4,427	68,008	1,177	16,894	5,604	84,902	1,821	21,562	631	7,007	2,452	28,569
2	Chicago, Burlington & Quincy R. R.	7,601	135,294	490	8,109	8,091	143,403	2,209	24,351	2,140	22,202	4,349	46,553
3	Chicago Great Western R. R.	6,139	96,179	547	8,746	6,686	104,925	414	4,458	171	2,020	585	6,478
4	Chicago, Milwaukee & St. Paul Ry	6,166	112,565	253	5,769	6,419	118,334	1,017	11,515	274	3,624	1,291	15,139
5	Chicago & North Western Ry	5,200	91,590	1,358	24,829	6,558	116,419	1,818	19,883	534	5,696	2,352	25,579
6	Chicago, St. Paul, Minn. & O. Ry	2,108	33,912	64	1,040	2,172	34,952	290	3,165	29	353	319	3,518
7	Chicago, Rock Island & Pacific Ry	6,651	115,389	853	16,483	7,504	131,872	2,275	25,591	345	3,597	2,620	29,188
8	Great Northern Ry	714	10,119	28	554	742	10,673	285	3,407	5	101	290	3,508
9	Illinois Central R. R.	8,961	142,182	6,882	114,672	15,843	256,854	750	8,136	1,252	12,945	2,002	21,081
10	Minneapolis & St. Louis R. R.	696	13,133	156	1,641	852	14,774	370	4,086	156	1,674	526	5,760
11	Mus., Burlington & Southern R. R.							20	208			20	208
12	Union Pacific R. R.	1,204	20,833	655	10,938	1,859	31,771	670	7,616	185	2,082	855	9,698
13	Wabash Railway	3,853	64,194	2,119	37,320	5,972	101,514	1,698	18,971	2,508	27,738	4,206	46,709
	Total	53,720	903,398	14,582	246,995	68,302	1,150,393	13,637	152,949	8,230	89,039	21,867	241,988
	Per cent of total carload traffic	.533	.302	.144	.082	.677	.384	.135	.051	.082	.030	.217	.081

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 13—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Eggs						Butter and Cheese					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	3,317	36,999	741	8,985	4,058	45,984	701	8,883	443	5,937	1,144	14,820
2	Chicago, Burlington & Quincy R. R.	4,817	53,993	1,157	13,345	5,974	67,338	2,717	34,173	1,673	22,081	4,390	56,254
3	Chicago Great Western R. R.	736	8,333	417	4,965	1,153	13,298	498	6,146	219	3,581	717	9,727
4	Chicago, Milwaukee & St. Paul Ry	2,426	28,565	456	6,257	2,882	34,822	3,589	47,295	567	7,614	4,156	54,909
5	Chicago & North Western Ry	2,767	32,262	1,061	13,157	3,828	45,419	7,077	89,593	1,706	20,817	8,783	110,410
6	Chicago, St. Paul, Minn. & O. Ry	318	3,556	146	1,910	464	5,466	1,426	15,767	183	2,292	1,609	18,059
7	Chicago, Rock Island & Pacific Ry	3,237	37,160	466	6,521	3,703	43,681	1,251	15,187	428	5,446	1,679	20,633
8	Great Northern Ry	564	6,743	17	242	581	6,985	1,468	19,827	26	343	1,494	20,170
9	Illinois Central R. R.	1,875	20,478	1,365	16,092	3,240	36,570	1,378	14,838	1,858	22,778	3,236	37,616
10	Minneapolis & St. Louis R. R.	505	5,739	37	456	542	6,195	356	4,853	35	409	391	5,262
11	Mus., Burlington & Southern R. R.												
12	Union Pacific R. R.	1,859	20,597	497	6,619	2,356	27,216	253	3,215	388	5,950	641	9,165
13	Wabash Railway	2,489	27,982	4,519	50,600	7,008	78,582	802	9,921	2,295	29,818	3,157	39,739
	Total	24,910	282,407	10,879	129,149	35,789	411,556	21,576	269,608	9,821	127,066	31,397	396,764
	Per cent of total carload traffic	.247	.094	.108	.043	.355	.137	.214	.090	.097	.042	.311	.132

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 14—ANIMALS AND PRODUCTS—Continued.

Number	Railway Companies	Wool						Hides and Leather					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	561	8,420	110	1,518	671	9,938	806	16,358	88	1,884	894	18,242
2	Chicago, Burlington & Quincy R. R.	638	8,545	504	7,903	1,142	16,448	1,057	21,840	286	5,580	1,343	27,420
3	Chicago Great Western R. R.	147	2,006	89	1,271	236	3,277	536	12,090	158	3,437	694	15,527
4	Chicago, Milwaukee & St. Paul Ry.	270	3,828	368	5,862	638	9,690	2,235	49,594	1,624	35,951	3,859	85,545
5	Chicago & North Western Ry.	355	4,576	1,017	15,729	1,372	20,305	1,902	41,079	1,705	38,005	3,607	79,084
6	Chicago, St. Paul, Minn. & O. Ry.	139	1,815	26	433	165	2,248	352	7,845	124	2,811	476	10,656
7	Chicago, Rock Island & Pacific Ry.	154	1,949	109	1,571	263	3,520	759	17,028	274	6,140	1,033	23,168
8	Great Northern Ry.	242	3,586	8	108	250	3,694	196	3,888	33	605	229	4,493
9	Illinois Central R. R.	72	754	317	5,300	389	6,054	783	18,554	590	13,540	1,373	32,094
10	Minneapolis & St. Louis R. R.	16	176	43	629	59	805	33	725	30	700	63	1,425
11	Mus., Burlington & Southern R. R.	3	26			3	26	3	55			3	55
12	Union Pacific R. R.	320	5,463	1,289	20,921	1,609	26,384	202	3,688	349	7,338	551	11,026
13	Wabash Railway	895	11,680	639	8,958	1,534	20,638	1,194	29,093	966	20,827	2,160	49,920
	Total	3,812	52,824	4,519	70,203	8,331	123,027	10,058	221,837	6,227	136,818	16,285	358,655
	Per cent of total carload traffic	.038	.018	.045	.023	.083	.041	.099	.074	.062	.046	.161	.120

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 15—ANIMALS AND PRODUCTS—Continued.

Number	Railway Companies	Other Animals and Products					
		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	819	17,191	350	7,542	1,169	24,733
2	Chicago, Burlington & Quincy R. R.	1,111	22,076	1,246	28,766	2,357	50,842
3	Chicago Great Western R. R.	296	6,075	303	7,041	599	13,116
4	Chicago, Milwaukee & St. Paul Ry.	1,969	45,158	1,181	24,749	3,150	69,907
5	Chicago & North Western Ry.	1,496	29,840	1,413	30,161	2,909	60,001
6	Chicago, St. Paul, Minn. & O. Ry.	563	11,541	426	10,516	989	22,057
7	Chicago, Rock Island & Pacific Ry.	1,098	23,011	1,215	30,322	2,313	53,333
8	Great Northern Ry.	585	10,162	164	3,514	749	13,676
9	Illinois Central R. R.	908	20,924	1,752	39,616	2,660	60,540
10	Minneapolis & St. Louis R. R.	70	1,347	346	9,059	416	10,406
11	Mus., Burlington & Southern R. R.	120	3,597	139	4,694	259	8,291
12	Union Pacific R. R.	65	1,211	520	12,001	585	13,212
13	Wabash Railway	633	12,911	1,080	22,583	1,713	35,494
	Total	9,733	204,954	10,135	230,564	19,868	435,518
	Per cent of total carload traffic	.097	.068	.101	.078	.198	.146

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 15½—ANIMALS AND PRODUCTS—Concluded and Total.

Number	Railway Companies	Total Animals and Products									
		Originating on Road				Received from Connecting Carriers		Total			
		Carloads	% of total carloads	Tons	% of total tons all traffic	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons all traffic
1	Atchison, Topeka & Santa Fe Ry.	113,902	15.5	1,342,197	4.65	35,420	390,972	149,322	15.03	1,733,169	6.00
2	Chicago, Burlington & Quincy R. R.	222,082	25.4	2,453,879	6.20	32,333	397,525	254,415	20.07	2,851,404	7.27
3	Chicago Great Western R. R.	39,353	39.1	459,282	7.84	5,245	66,988	44,598	19.84	526,270	8.99
4	Chicago, Milwaukee & St. Paul Ry.	177,743	17.9	2,066,649	4.91	18,791	244,476	196,534	14.88	2,311,125	5.49
5	Chicago & North Western Ry.	175,566	17.9	1,947,004	4.00	37,909	472,201	213,475	14.28	2,419,205	4.97
6	Chicago, St. Paul, Minn. & O. Ry.	51,851	25.3	584,540	6.14	13,033	144,487	64,884	18.98	729,027	7.65
7	Chicago, Rock Island & Pacific Ry.	131,291	23.1	1,433,540	5.60	19,182	234,767	150,473	16.50	1,668,247	6.62
8	Great Northern Ry.	35,160	5.56	401,318	1.46	3,328	40,588	38,488	5.25	441,906	1.61
9	Illinois Central R. R.	75,474	9.31	893,126	1.87	29,853	414,476	105,327	7.25	1,307,602	2.74
10	Minneapolis & St. Louis R. R.	29,591	25.0	316,666	4.97	3,219	41,628	32,810	15.13	358,294	5.62
11	Mus., Burlington & Southern R. R.	455	20.9	6,659	3.82	160	4,904	615	11.44	11,563	6.64
12	Union Pacific R. R.	68,848	21.7	780,611	4.90	26,411	327,715	95,259	16.56	1,108,326	6.96
13	Wabash Railway	44,347	17.9	542,537	3.47	23,380	298,978	67,727	12.33	841,515	5.38
	Total	1,165,663		13,228,008		248,264	3,079,645	1,413,927		16,307,653	
	Per cent of total carload traffic	11.562		4.418		2.462	1.029	14.024		5.447	
14	Atlantic Northern Ry.			7,072			669			7,741	
15	Colfax Northern Ry.										
16	Manchester & Oneida Ry.			2,260			127			2,387	
17	Tabor & Northern Ry.			2,449			930			3,379	
	Total 14 to 17 Inclusive			11,781			1,726			13,507	
	Total Tons			13,239,789			3,081,371			16,321,160	
	Per Cent of Total Tons All Traffic			4.239			.986			5.222	

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 16—PRODUCTS OF MINES.

Number	Railway Companies	Anthracite Coal						Bituminous Coal					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	406	13,153	44	1,453	450	14,606	51,606	2,124,719	21,062	878,386	72,668	3,003,105
2	Chicago, Burlington & Quincy R. R.	167	6,470	872	34,551	1,039	41,021	170,980	8,339,973	56,333	2,517,632	227,313	10,857,605
3	Chicago Great Western R. R.	27	911	497	17,604	524	18,515	157	6,515	17,767	809,027	17,924	815,542
4	Chicago, Milwaukee & St. Paul Ry.	6,663	252,707	2,717	113,824	9,380	366,531	107,194	4,757,901	48,187	2,228,455	155,381	6,986,356
5	Chicago & North Western Ry.	6,051	232,650	5,652	225,003	11,703	457,662	50,822	2,057,941	97,310	4,488,866	148,132	6,545,907
6	Chicago, St. Paul, Minn. & O. Ry.	5,991	215,498	263	11,440	6,254	226,938	17,903	719,666	11,335	523,610	29,238	1,242,676
7	Chicago, Rock Island & Pacific Ry.	1,341	58,441	312	10,772	1,653	69,213	19,297	830,262	66,832	2,933,115	86,129	3,763,377
8	Great Northern Ry.	9,928	375,848	32	1,342	9,960	377,190	53,617	2,053,304	16,828	726,613	70,445	2,779,917
9	Illinois Central R. R.	320	13,129	302	11,933	622	25,062	287,480	13,723,578	119,912	5,876,046	407,392	19,599,624
10	Minneapolis & St. Louis R. R.			750	26,181	750	26,181	11,457	519,310	22,467	1,007,700	33,924	1,527,010
11	Mus., Burlington & Southern R. R.							7	210	1,093	51,086	1,100	51,296
12	Union Pacific R. R.			223	8,542	223	8,542	47,632	2,072,397	13,085	591,830	60,717	2,664,227
13	Wabash Railway			4,530	185,129	4,530	185,129	37,344	1,758,791	33,527	1,589,214	70,871	3,348,005
	Total	30,894	1,168,816	16,194	647,774	47,088	1,816,590	854,896	38,963,067	526,338	24,221,580	1,381,234	63,184,647
	Per cent of total carload traffic	.306	.391	.161	.216	.467	.607	8.479	13.014	5.220	8.091	13.699	21.105

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 17—PRODUCTS OF MINES—Continued.

Number	Railway Companies	Coke						Iron Ore					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	271	8,582	1,434	52,843	1,705	61,425	3,023	156,254	9	218	3,032	156,472
2	Chicago, Burlington & Quincy R. R.	3,803	107,158	3,209	92,894	7,012	200,052	------	------	5,403	299,414	5,403	299,414
3	Chicago Great Western R. R.	203	5,516	297	8,560	500	14,076	------	------	5	199	5	199
4	Chicago, Milwaukee & St. Paul Ry	12,705	381,428	2,983	91,442	15,688	472,870	36,067	1,803,440	2,912	154,166	38,979	1,957,606
5	Chicago & North Western Ry	5,799	167,999	4,729	143,701	10,528	311,700	171,670	9,067,549	1,713	83,024	173,383	9,150,573
6	Chicago, St. Paul, Minn. & O. Ry	455	13,181	407	11,426	862	24,607	30	1,313	31	1,213	61	2,526
7	Chicago, Rock Island & Pacific Ry	704	20,308	2,274	65,853	2,978	86,161	20	702	97	3,329	117	4,031
8	Great Northern Ry	3,860	119,646	95	2,845	3,955	122,491	208,921	10,918,695	4,989	256,620	213,910	11,175,315
9	Illinois Central R. R.	2,756	80,392	2,080	63,045	4,836	143,438	77	3,235	384	21,070	461	24,305
10	Minneapolis & St. Louis R. R.	483	13,749	324	8,880	807	22,629	2	52	------	------	2	52
11	Mus., Burlington & Southern R. R.	------	------	52	1,155	52	1,155	------	------	------	------	------	------
12	Union Pacific R. R.	97	3,068	821	24,347	918	27,415	4	159	92	3,703	96	3,862
13	Wabash Railway	1,881	51,306	1,649	45,738	3,530	97,044	2	41	2,902	145,296	2,904	145,337
	Total	33,017	972,334	20,354	612,729	53,371	1,585,063	419,816	21,951,440	18,627	968,252	438,443	22,919,692
	Per cent of total carload traffic	.327	.325	.202	.204	.529	.529	4.164	7.333	.185	.323	4.349	7.656

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 18—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Ores and Concentrates						Base Bullion and Matte					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	29,855	1,600,600	900	37,967	30,755	1,638,567	809	34,302	552	23,855	1,361	58,157
2	Chicago, Burlington & Quincy R. R.	55	2,022	700	29,040	755	31,062	13	464	1,308	57,287	1,321	57,751
3	Chicago Great Western R. R.	6	165	289	12,114	295	12,279	------	------	71	3,224	71	3,224
4	Chicago, Milwaukee & St. Paul Ry	917	50,390	7,350	371,110	8,267	421,500	1	11	219	8,586	220	8,597
5	Chicago & North Western Ry	2,062	91,508	219	8,656	2,281	100,164	10	362	11	419	21	781
6	Chicago, St. Paul, Minn. & O. Ry	13	321	230	9,792	243	10,113	------	------	------	------	------	------
7	Chicago, Rock Island & Pacific Ry	308	12,909	3,496	155,327	3,804	168,236	------	------	537	23,040	537	23,040
8	Great Northern Ry	4,725	218,248	1,183	57,285	5,908	275,533	49	2,097	------	------	49	2,097
9	Illinois Central R. R.	402	15,302	1,655	69,603	2,057	84,905	19	806	66	3,012	85	3,818
10	Minneapolis & St. Louis R. R.	------	------	23	1,022	23	1,022	------	------	1	49	1	49
11	Mus., Burlington & Southern R. R.	------	------	------	------	------	------	------	------	------	------	------	------
12	Union Pacific R. R.	713	40,553	371	16,874	1,084	57,427	1	50	1,670	72,812	1,671	72,862
13	Wabash Railway	39	1,365	456	16,954	495	18,319	10	294	395	18,018	405	18,312
	Total	39,095	2,033,283	16,872	785,744	55,967	2,819,027	912	38,386	4,830	210,302	5,742	248,688
	Per cent of total carload traffic	.388	.679	.168	.262	.556	.941	.009	.013	.048	.071	.057	.084

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 19—PRODUCTS OF MINES—Continued

Number	Railway Companies	Clay, Gravel, Sand and Stone						Crude Petroleum					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	51,201	2,575,159	14,841	649,682	66,042	3,224,841	11,925	415,225	5,445	174,485	17,370	589,710
2	Chicago, Burlington & Quincy R. R.	49,048	2,356,267	10,454	455,272	59,502	2,811,539	6,924	232,574	4,752	171,216	11,676	403,790
3	Chicago Great Western R. R.	6,242	256,024	1,585	71,839	7,827	327,863	------	------	55	1,786	55	1,786
4	Chicago, Milwaukee & St. Paul Ry.	66,113	3,238,375	10,178	474,015	76,291	3,712,390	3,225	122,190	213	6,609	3,438	128,799
5	Chicago & North Western Ry.	79,624	4,018,990	15,109	679,599	94,733	4,698,589	1,794	60,503	12	354	1,806	60,857
6	Chicago, St. Paul, Minn. & O. Ry.	5,214	252,112	1,884	86,050	7,098	338,162	6	71	8	284	14	355
7	Chicago, Rock Island & Pacific Ry.	54,570	2,427,696	7,243	322,836	61,813	2,750,532	3,034	101,459	1,971	67,058	5,005	168,517
8	Great Northern Ry.	8,126	374,888	1,310	56,417	9,436	431,305	81	2,771	8,760	311,695	8,841	314,466
9	Illinois Central R. R.	61,099	2,832,210	13,097	624,316	74,196	3,456,526	322	11,333	4,109	138,479	4,431	149,812
10	Minneapolis & St. Louis R. R.	6,630	310,770	1,390	53,691	8,010	364,461	------	------	5	157	5	157
11	Mus., Burlington & Southern R. R.	414	19,677	6	124	420	19,801	------	------	------	------	------	------
12	Union Pacific R. R.	11,673	596,084	1,520	67,939	13,193	664,023	5,397	181,423	4,571	148,284	9,968	329,707
13	Wabash Railway	12,690	657,199	11,425	519,359	24,115	1,176,558	10	278	462	14,422	472	14,700
	Total	412,634	19,915,451	90,042	4,061,139	502,676	23,976,590	32,718	1,127,827	30,363	1,034,829	63,081	2,162,656
	Per cent of total carload traffic	4.093	6.652	.893	1.356	4.986	8.008	.324	.377	.301	.346	.625	.723

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 20—PRODUCTS OF MINES—Continued

Number	Railway Companies	Asphaltum						Salt					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1,514	50,323	1,065	41,679	2,579	92,002	9,852	255,361	1,088	31,153	10,940	286,514
2	Chicago, Burlington & Quincy R. R.	75	2,412	1,163	40,705	1,238	43,117	312	6,554	5,135	124,408	5,447	130,962
3	Chicago Great Western R. R.	15	424	769	26,010	784	26,434	49	969	1,626	46,884	1,675	47,853
4	Chicago, Milwaukee & St. Paul Ry.	24	583	161	5,572	185	6,155	1,777	38,512	4,038	103,952	5,815	142,464
5	Chicago & North Western Ry.	79	2,481	975	33,487	1,054	35,968	1,285	27,093	3,595	88,461	4,880	115,554
6	Chicago, St. Paul, Minn. & O. Ry.	47	1,813	343	12,437	390	14,250	313	6,759	1,197	32,369	1,510	39,128
7	Chicago, Rock Island & Pacific Ry.	77	1,865	1,237	46,613	1,314	48,478	4,350	99,423	3,165	87,843	7,515	187,266
8	Great Northern Ry.	20	519	126	4,434	146	4,953	917	20,351	613	13,838	1,530	34,189
9	Illinois Central R. R.	821	28,853	8,473	312,741	9,294	341,594	1,291	31,075	5,301	140,195	6,592	171,270
10	Minneapolis & St. Louis R. R.	------	------	281	9,849	281	9,849	4	77	634	13,616	638	13,693
11	Mus., Burlington & Southern R. R.	------	------	------	------	------	------	9	190	43	945	52	1,135
12	Union Pacific R. R.	12	436	684	22,622	696	23,058	5,161	171,599	1,590	37,530	6,751	209,129
13	Wabash Railway	63	1,512	634	20,694	697	22,206	7,101	223,381	1,145	28,419	8,246	251,800
	Total	2,747	91,221	15,911	576,843	18,658	668,064	32,421	881,344	29,170	749,613	61,591	1,630,957
	Per cent of total carload traffic	.027	.030	.158	.193	.185	.223	.322	.294	.289	.250	.611	.544

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 21—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Products of Mines					
		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	160	4,311	2,318	92,485	2,478	96,796
2	Chicago, Burlington & Quincy R. R.	212	7,892	539	20,629	751	28,521
3	Chicago Great Western R. R.	81	3,228	66	2,249	147	5,477
4	Chicago, Milwaukee & St. Paul Ry.	128	3,548	1,490	56,795	1,618	60,343
5	Chicago & North Western Ry.	90	3,410	604	22,010	694	25,420
6	Chicago, St. Paul, Minn. & O. Ry.	56	2,153	42	1,436	98	3,589
7	Chicago, Rock Island & Pacific Ry.	118	4,012	747	28,912	865	32,924
8	Great Northern Ry.	110	5,162	127	5,100	237	10,262
9	Illinois Central R. R.	2,924	121,541	2,330	91,193	5,254	212,734
10	Minneapolis & St. Louis R. R.			9	236	9	236
11	Mus., Burlington & Southern R. R.						
12	Union Pacific R. R.	5	82	364	13,490	369	13,572
13	Wabash Railway	122	3,140	1,158	42,744	1,280	45,884
	Total	4,006	158,479	9,794	377,279	13,800	535,758
	Per cent of total carload traffic	.040	.053	.097	.126	.137	.179

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 21½—PRODUCTS OF MINES—Concluded AND TOTAL

Number	Railway Companies	Total Products of Mines									
		Originating on Road				Received from Connecting Carriers		Total			
		Carloads	% of total carloads	Tons	% of total tons all traffic	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons all traffic
1	Atchison, Topeka & Santa Fe Ry.	160,622	21.9	7,237,989	25.0	48,758	1,984,206	209,380	21.07	9,222,195	31.94
2	Chicago, Burlington & Quincy R. R.	231,589	26.5	11,061,786	28.2	89,868	3,843,048	321,457	25.36	14,904,834	38.04
3	Chicago Great Western R. R.	6,780	6.74	273,752	4.67	23,027	999,496	29,807	13.26	1,273,248	21.75
4	Chicago, Milwaukee & St. Paul Ry.	234,814	23.6	10,649,085	25.3	80,448	3,614,526	315,262	23.87	14,263,611	33.93
5	Chicago & North Western Ry.	319,286	32.6	15,729,595	32.3	129,929	5,773,580	449,215	30.06	21,503,175	44.23
6	Chicago, St. Paul, Minn. & O. Ry.	30,028	14.6	1,212,287	12.7	15,740	690,057	45,768	13.39	1,902,344	19.99
7	Chicago, Rock Island & Pacific Ry.	83,819	15.0	3,557,077	14.1	87,911	3,744,698	171,730	18.83	7,301,775	29.00
8	Great Northern Ry.	290,354	45.9	14,091,529	51.3	34,063	1,436,189	324,417	44.30	15,527,718	56.56
9	Illinois Central R. R.	357,511	44.1	16,861,355	35.3	157,709	7,351,633	515,220	35.50	24,212,988	50.79
10	Minneapolis & St. Louis R. R.	18,566	15.7	843,958	13.2	25,884	1,121,381	44,450	26.51	1,965,339	30.87
11	Mus., Burlington & Southern R. R.	430	19.7	20,077	11.5	1,194	53,310	1,624	30.22	73,387	42.17
12	Union Pacific R. R.	70,095	25.2	3,065,851	19.2	25,591	1,007,973	95,686	16.64	4,073,824	25.58
13	Wabash Railway	59,262	23.9	2,697,307	17.2	58,373	2,625,987	117,635	21.43	5,323,294	34.05
	Total	1,863,156		87,301,648		778,495	34,246,084	2,641,651		121,547,732	
	Per cent of total carload traffic	18.479		29.161		7.727	11.438	26.201		40.599	
14	Atlantic Northern Ry.			50			7,890			7,940	
15	Colfax Northern Ry.			68,233			740			68,973	
16	Manchester & Oneida Ry.			27			12,606			12,633	
17	Tabor & Northern Ry.						3,211			3,211	
	Total 14 to 17 inclusive			68,310			24,447			92,757	
	Total tons			87,369,958			34,270,531			121,640,489	
	Per cent of total tons all traffic			27.951			10.964			38.915	

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 22—PRODUCTS OF FORESTS

Number	Railway Companies	Logs, Poles, Posts and Cordwood						Ties					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Total		Received from Connecting Carriers	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	12,766	303,288	1,829	44,558	14,595	347,846	613	17,928	189	5,967	802	23,895
2	Chicago, Burlington & Quincy R. R.	3,543	81,636	4,718	111,108	8,261	192,744	889	23,384	711	22,535	1,600	45,919
3	Chicago Great Western R. R.	187	4,442	692	15,349	879	19,791	9	225	391	11,849	400	12,074
4	Chicago, Milwaukee & St. Paul Ry.	148,189	5,375,306	4,377	112,987	152,566	5,488,293	619	18,917	266	9,039	885	27,956
5	Chicago & North Western Ry.	50,823	1,708,058	5,245	130,584	56,068	1,838,642	380	9,194	1,761	51,547	2,141	60,741
6	Chicago, St. Paul, Minn. & O. Ry.	9,470	278,840	3,419	81,134	12,889	359,974	106	2,916	*60	*2,930	46	*14
7	Chicago, Rock Island & Pacific Ry.	6,951	175,900	2,205	47,466	9,156	223,366	505	15,763	416	12,494	921	28,257
8	Great Northern Ry.	43,637	1,394,489	1,664	43,852	45,301	1,438,341	680	18,183	128	3,419	808	21,602
9	Illinois Central R. R.	17,402	433,449	5,524	149,929	22,926	583,378	6,131	201,846	4,554	143,792	10,685	345,638
10	Minneapolis & St. Louis R. R.	144	3,213	1,263	27,749	1,407	30,962	598	21,774	307	9,031	905	30,805
11	Mus., Burlington & Southern R. R.	14	308	5	128	19	436	------	------	22	689	22	689
12	Union Pacific R. R.	233	5,153	1,157	25,413	1,390	30,566	35	1,060	301	10,305	336	11,365
13	Wabash Railway	1,225	33,762	902	23,803	2,127	57,565	370	11,844	1,402	39,756	1,772	51,600
	Total	294,584	9,797,844	33,000	814,060	327,584	10,611,904	10,935	343,034	10,388	317,493	21,323	660,527
	Per cent of total carload traffic	2.922	3.273	.327	.272	3.249	3.545	.108	.114	.103	.106	.211	.220

*Debit.

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 23—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Pulp Wood						Lumber, Timber, Box Shooks, Staves and Headings					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	8	194	31	995	39	1,189	11,990	295,795	32,382	875,773	44,372	1,171,568
2	Chicago, Burlington & Quincy R. R.	------	------	1	19	1	19	6,096	134,641	63,686	1,671,681	69,752	1,806,322
3	Chicago Great Western R. R.	2	42	------	------	2	42	1,544	36,712	13,913	360,681	15,457	397,393
4	Chicago, Milwaukee & St. Paul Ry.	3,060	101,358	2,245	70,448	5,305	171,806	55,892	1,678,532	37,170	991,164	93,062	2,669,696
5	Chicago & North Western Ry.	15,335	547,738	6,920	252,224	22,255	799,962	32,039	908,003	57,108	1,514,237	89,138	2,422,840
6	Chicago, St. Paul, Minn. & O. Ry.	4,997	160,922	2,539	84,371	7,536	245,293	12,986	330,922	20,580	535,906	33,566	866,828
7	Chicago, Rock Island & Pacific Ry.	14	319	12	337	26	656	21,998	580,311	33,709	883,594	55,707	1,463,905
8	Great Northern Ry.	1,433	50,269	90	3,125	1,523	53,394	50,695	1,299,078	7,679	207,150	58,374	1,506,228
9	Illinois Central R. R.	19	469	223	7,435	242	7,904	49,944	1,296,046	121,768	3,316,589	171,712	4,612,635
10	Minneapolis & St. Louis R. R.	------	------	------	------	------	------	258	5,186	11,750	290,312	12,008	295,498
11	Mus., Burlington & Southern R. R.	------	------	------	------	------	------	46	1,106	694	17,885	740	18,991
12	Union Pacific R. R.	------	------	7	151	7	151	889	22,550	49,228	1,365,232	50,117	1,387,782
13	Wabash Railway	------	------	------	------	------	------	2,574	65,450	29,267	760,358	31,841	825,808
	Total	24,868	861,311	12,068	419,105	36,936	1,280,416	246,912	6,654,932	478,934	12,790,562	725,846	19,445,494
	Per cent of total carload traffic	.247	.288	.120	.140	.367	.428	2.449	2.223	4.750	4.272	7.199	6.495

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 24—PRODUCTS OF FORESTS—Continued

Number	Railway Companies	Other Products of Forests					
		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	237	4,931	348	7,758	585	12,689
2	Chicago, Burlington & Quincy R. R.	301	6,951	516	10,467	817	17,418
3	Chicago Great Western R. R.	132	2,833	187	3,475	319	6,308
4	Chicago, Milwaukee & St. Paul Ry	2,337	48,723	1,166	29,521	3,503	78,244
5	Chicago & North Western Ry	2,570	54,887	2,065	38,679	4,635	93,566
6	Chicago, St. Paul, Minn. & O. Ry	706	12,372	296	7,530	1,002	19,902
7	Chicago, Rock Island & Pacific Ry	544	15,327	392	7,432	936	22,759
8	Great Northern Ry	885	28,894	151	3,175	1,036	32,069
9	Illinois Central R. R.	1,007	25,239	1,872	46,320	2,879	71,559
10	Minneapolis & St. Louis R. R.	26	520	211	5,704	237	6,224
11	Mus., Burlington & Southern R. R.						
12	Union Pacific R. R.	33	498	393	8,887	426	9,385
13	Wabash Railway	228	5,122	674	14,314	902	19,436
	Total	9,006	206,297	8,271	183,262	17,277	389,559
	Per cent of total carload traffic	.089	.068	.082	.062	.171	.130

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 24½—PRODUCTS OF FORESTS—Concluded AND TOTAL

Number	Railway Companies	Total Products of Forests									
		Originating on Road				Received from Connecting Carriers		Total			
		Carloads	% of total carloads	Tons	% of total tons all traffic	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons all traffic
1	Atchison, Topeka & Santa Fe Ry	25,614	3.49	622,136	2.16	34,779	935,051	60,393	6.07	1,557,187	5.39
2	Chicago, Burlington & Quincy R. R.	10,799	12.36	246,612	.63	69,632	1,815,810	80,431	6.34	2,062,422	5.26
3	Chicago Great Western R. R.	1,874	1.86	44,254	.75	15,183	391,354	17,057	7.58	435,608	7.44
4	Chicago, Milwaukee & St. Paul Ry	210,097	21.20	7,222,836	17.18	45,224	1,213,150	255,321	19.33	8,435,996	20.06
5	Chicago & North Western Ry	101,138	10.33	3,228,480	6.64	73,099	1,987,271	174,237	11.66	5,215,751	10.73
6	Chicago, St. Paul, Minn. & O. Ry	28,265	13.81	785,972	8.25	26,774	706,011	55,039	16.10	1,491,983	15.67
7	Chicago, Rock Island & Pacific Ry	30,012	5.38	787,620	3.12	36,734	951,323	66,746	7.32	1,738,943	6.90
8	Great Northern Ry	97,330	15.40	2,790,913	10.1	9,712	260,721	107,042	14.61	3,051,634	11.11
9	Illinois Central R. R.	74,503	9.19	1,957,649	4.10	133,941	3,664,065	208,444	14.3	5,621,114	11.79
10	Minneapolis & St. Louis R. R.	1,026	.86	30,693	.48	13,531	332,796	14,557	6.71	363,489	5.71
11	Mus., Burlington & Southern R. R.	60	2.76	1,414	.81	721	18,702	781	14.53	20,116	11.56
12	Union Pacific R. R.	1,190	.43	29,261	.18	51,086	1,400,988	52,276	9.09	1,429,249	9.04
13	Wabash Railway	4,397	17.79	116,178	.74	32,245	838,231	36,642	6.67	954,409	6.10
	Total	586,305		17,863,418		542,661	14,524,482	1,128,966		32,387,900	
	Per cent of total carload traffic	5.815		5.966		5.382	4.852	11.197		10.818	
14	Atlantic Northern Ry						861			861	
15	Colfax Northern Ry			510			600			1,110	
16	Manchester & Oneida Ry			15			775			790	
17	Tabor & Northern Ry						286			286	
	Total 14 to 17 inclusive			525			2,522			3,047	
	Total tons			17,863,943			14,527,004			32,390,947	
	Per cent of total tons all traffic			5.715			4.647			10.362	

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 25—MANUFACTURERS AND MISCELLANEOUS

Number	Railway Companies	Refined Petroleum and Its Products						Vegetable Oils					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	118,639	3,498,429	32,039	964,578	150,678	4,463,007	593	17,326	318	9,485	911	26,811
2	Chicago, Burlington & Quincy R. R.	52,693	1,463,821	31,840	869,305	84,533	2,333,126	304	7,681	400	11,564	704	19,245
3	Chicago Great Western R. R.	1,120	28,756	14,869	426,693	15,989	455,449	710	17,529	147	3,913	857	21,442
4	Chicago, Milwaukee & St. Paul Ry.	12,084	367,448	35,367	976,452	47,451	1,343,900	1,646	49,082	2,179	64,057	3,825	113,139
5	Chicago & North Western Ry.	28,018	753,914	21,239	594,793	49,257	1,348,707	171	3,927	852	23,797	1,023	27,724
6	Chicago, St. Paul, Minn. & O. Ry.	1,091	25,281	10,545	279,280	11,636	304,561	191	4,930	72	1,974	263	6,904
7	Chicago, Rock Island & Pacific Ry.	21,731	616,618	30,963	868,482	52,694	1,485,100	607	15,794	588	17,078	1,195	32,872
8	Great Northern Ry.	5,474	157,895	15,484	417,766	20,958	575,661	68	1,403	95	2,631	163	4,034
9	Illinois Central R. R.	8,770	237,131	41,942	1,240,745	50,712	1,477,876	1,038	31,486	1,340	39,028	2,378	70,514
10	Minneapolis & St. Louis R. R.	497	17,787	7,937	221,084	8,436	238,871	86	2,295	115	3,219	201	5,514
11	Mus., Burlington & Southern R. R.	9	232	126	3,464	135	3,696	------	------	1	25	1	25
12	Union Pacific R. R.	4,216	104,036	12,575	326,632	16,791	430,668	6	131	1,630	46,953	1,636	47,084
13	Wabash Railway	1,746	47,208	23,587	676,231	25,333	723,439	160	3,826	449	12,048	609	15,874
	Total	256,088	7,318,556	278,515	7,865,505	534,603	15,184,061	5,580	155,410	8,186	235,772	13,766	391,182
	Per cent of total carload traffic	2.540	2.445	2.762	2.627	5.302	5.072	.055	.052	.082	.079	.137	.131

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 26—MANUFACTURERS AND MISCELLANEOUS—Continued

Number	Railway Companies	Sugar, Syrup, Glucose and Molasses						Boats and Vessels Supplies					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	3,976	128,548	2,179	64,257	6,155	192,805	------	------	1	6	1	6
2	Chicago, Burlington & Quincy R. R.	7,925	259,813	5,751	198,692	13,676	458,505	------	------	3	30	3	30
3	Chicago Great Western R. R.	438	9,742	1,328	42,175	1,766	51,917	3	30	5	46	8	76
4	Chicago, Milwaukee & St. Paul Ry.	2,126	54,234	4,664	152,261	6,790	206,495	14	489	6	140	20	629
5	Chicago & North Western Ry.	2,581	70,712	5,281	165,502	7,862	236,214	38	324	15	147	53	471
6	Chicago, St. Paul, Minn. & O. Ry.	198	4,881	1,295	41,662	1,493	46,543	4	31	5	68	9	99
7	Chicago, Rock Island & Pacific Ry.	2,570	63,629	4,746	137,732	7,316	201,361	5	84	5	39	10	123
8	Great Northern Ry.	678	18,170	2,046	60,543	2,724	78,713	17	129	2	11	19	140
9	Illinois Central R. R.	8,422	242,542	9,473	289,166	17,895	531,708	56	1,374	53	1,467	109	2,841
10	Minneapolis & St. Louis R. R.	------	------	------	------	------	------	------	------	1	5	1	5
11	Mus., Burlington & Southern R. R.	543	18,323	751	23,313	1,294	41,636	------	------	------	------	------	------
12	Union Pacific R. R.	15	469	14	562	29	1,031	1	32	9	196	10	228
13	Wabash Railway	3,162	110,992	9,784	327,481	12,946	438,473	3	41	26	177	29	218
	Total	1,694	39,695	4,349	128,677	6,043	168,372	------	------	------	------	------	------
		34,328	1,021,750	51,661	1,632,023	85,989	2,653,773	141	2,534	131	2,332	272	4,866
	Per cent of total carload traffic	.341	.341	.512	.545	.853	.886	.001	.001	.001	.001	.002	.002

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 27—MANUFACTURERS AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron, Pig and Bloom						Rails and Fastenings					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	131	5,696	113	4,629	244	10,325	320	12,578	199	6,700	519	19,278
2	Chicago, Burlington & Quincy R. R.	1,076	44,749	2,134	95,832	3,210	140,581	369	12,742	1,859	74,996	2,228	87,738
3	Chicago Great Western R. R.	48	1,789	259	12,282	307	14,071	12	292	76	3,041	88	3,333
4	Chicago, Milwaukee & St. Paul Ry.	5,214	245,399	3,310	147,871	8,524	393,270	270	7,896	478	19,755	748	27,651
5	Chicago & North Western Ry.	1,907	85,616	7,338	357,912	9,245	443,528	699	26,906	1,356	60,405	2,055	87,311
6	Chicago, St. Paul, Minn. & O. Ry.	306	11,963	347	14,447	653	26,410	369	15,821	138	5,693	507	21,514
7	Chicago, Rock Island & Pacific Ry.	432	18,409	622	27,396	1,054	45,805	241	8,663	390	15,989	631	24,652
8	Great Northern Ry.	54	2,364	120	4,619	174	6,983	233	7,823	81	2,943	314	10,766
9	Illinois Central R. R.	1,826	78,542	2,532	105,718	4,358	184,260	734	28,672	2,842	130,115	3,576	158,787
10	Minneapolis & St. Louis R. R.	1	44	258	11,554	259	11,598	20	477	32	1,058	52	1,535
11	Mus., Burlington & Southern R. R.									1	30	1	30
12	Union Pacific R. R.	2	39	83	3,745	85	3,784	214	7,711	848	38,777	1,062	46,488
13	Wabash Railway	381	16,948	1,324	62,060	1,705	79,008	67	1,952	401	15,657	468	17,609
	Total	11,378	511,558	18,440	848,065	29,818	1,359,623	3,548	131,533	8,701	375,159	12,249	506,692
	Per cent of total carload traffic	.113	.171	.183	.284	.296	.455	.035	.044	.086	.125	.121	.169

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 28—MANUFACTURERS AND MISCELLANEOUS—Continued

Number	Railway Companies	Bar and Sheet Iron, Structural Iron and Iron Pipe						Other Metals, Pigs, Bar and Sheet					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	6,557	206,902	11,197	386,065	17,754	592,967	972	38,089	162	5,863	1,134	43,952
2	Chicago, Burlington & Quincy R. R.	3,818	94,581	13,674	466,881	17,492	561,462	1,816	55,289	1,993	74,361	3,809	129,650
3	Chicago Great Western R. R.	1,422	44,987	2,619	84,686	4,041	129,673	30	825	287	10,415	317	11,240
4	Chicago, Milwaukee & St. Paul Ry.	3,288	100,781	4,865	154,337	8,153	255,118	2,712	77,206	4,837	172,083	7,549	249,289
5	Chicago & North Western Ry.	8,942	276,335	11,778	404,723	20,720	681,058	942	25,857	2,143	75,212	3,085	101,069
6	Chicago, St. Paul, Minn. & O. Ry.	690	20,691	3,068	112,269	3,758	132,960	36	1,124	435	17,197	471	18,321
7	Chicago, Rock Island & Pacific Ry.	6,767	235,971	8,465	279,665	15,232	515,636	929	27,454	700	24,287	1,629	51,741
8	Great Northern Ry.	1,117	31,489	1,434	52,251	2,551	83,740	1,784	67,722	847	35,400	2,631	103,122
9	Illinois Central R. R.	4,005	105,007	10,506	347,300	14,511	452,307	808	22,760	3,010	114,569	3,818	137,329
10	Minneapolis & St. Louis R. R.	172	3,541	3,136	109,976	3,308	113,517			223	7,625	223	7,625
11	Mus., Burlington & Southern R. R.	7	137	26	724	33	861	1	10			1	10
12	Union Pacific R. R.	307	6,904	3,379	105,342	3,686	112,246	6	205	1,344	57,763	1,350	57,968
13	Wabash Railway	2,397	68,285	9,756	332,697	12,153	400,982	1,385	44,934	2,627	96,602	4,012	141,536
	Total	39,489	1,195,611	83,903	2,836,916	123,392	4,032,527	11,412	361,475	18,608	691,377	30,020	1,052,852
	Per cent of total carload traffic	.392	.399	.832	.947	1.224	1.346	.113	.121	.185	.231	.298	.352

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 29—MANUFACTURERS AND MISCELLANEOUS—Continued

Number	Railway Companies	Castings, Machinery and Boilers						Cement					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Tons	Carloads
1	Atchison, Topeka & Santa Fe Ry	2,471	46,608	2,386	45,521	4,857	92,129	25,962	913,122	4,692	179,075	29,754	1,092,197
2	Chicago, Burlington & Quincy R. R.	4,724	78,619	2,955	59,174	7,679	137,793	23,879	889,226	4,580	170,595	28,459	1,059,821
3	Chicago Great Western R. R.	326	6,342	474	9,007	800	15,349	3,032	110,671	1,035	37,825	4,067	148,496
4	Chicago, Milwaukee & St. Paul Ry	9,424	182,085	3,705	91,332	13,129	273,417	13,670	514,635	7,632	298,845	21,302	813,480
5	Chicago & North Western Ry	8,597	166,335	3,436	63,363	12,033	229,698	8,615	313,750	14,849	580,715	23,464	894,465
6	Chicago, St. Paul, Minn. & O. Ry	504	9,079	1,146	21,131	1,650	30,210	1,636	53,078	4,034	150,695	5,670	203,773
7	Chicago, Rock Island & Pacific Ry	3,230	55,455	2,629	46,423	5,859	101,878	8,125	302,288	6,102	210,287	14,227	512,575
8	Great Northern Ry	1,484	25,064	903	16,697	2,387	41,761	5,298	198,535	4,071	150,313	9,369	348,848
9	Illinois Central R. R.	2,621	48,119	4,001	74,870	6,622	122,989	14,739	567,673	6,723	262,466	21,462	830,139
10	Minneapolis & St. Louis R. R.	289	3,688	750	12,907	1,039	16,595	4,459	164,643	640	23,295	5,099	187,938
11	Mus., Burlington & Southern R. R.	13	173	13	231	26	404	1	12	163	6,611	164	6,623
12	Union Pacific R. R.	416	7,894	2,661	52,804	3,077	60,698	2,222	82,329	4,078	149,850	6,300	232,179
13	Wabash Railway	2,571	53,848	4,006	84,310	6,577	138,158	5,874	216,321	4,077	157,773	9,951	374,094
	Total	36,670	683,309	29,065	577,770	65,735	1,261,079	116,612	4,326,283	62,676	2,378,345	179,288	6,704,628
	Per cent of total carload traffic	.364	.228	.288	.193	.652	.421	1.156	1.445	.622	.794	1.778	2.239

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 30—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Brick and Artificial Stone						Lime and Plaster					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	10,700	370,378	3,207	116,358	13,907	486,736	2,209	57,377	2,945	86,385	5,154	143,762
2	Chicago, Burlington & Quincy R R.	9,606	314,376	4,126	132,138	13,732	446,514	2,563	65,834	3,103	69,371	5,666	135,205
3	Chicago Great Western R. R.	1,074	31,490	926	29,244	2,000	60,734	1,391	36,723	596	14,347	1,987	51,070
4	Chicago, Milwaukee & St. Paul Ry	10,887	349,187	6,329	205,774	17,216	554,961	4,748	105,697	3,158	81,436	7,906	187,133
5	Chicago & North Western Ry	8,341	281,160	9,478	320,538	17,819	601,698	6,274	137,150	5,486	149,574	11,760	286,724
6	Chicago, St. Paul, Minn. & O. Ry	1,591	50,790	984	32,433	2,575	83,223	338	5,994	466	11,655	804	17,649
7	Chicago, Rock Island & Pacific Ry	8,542	289,620	4,633	160,873	13,175	450,493	1,844	53,119	3,127	77,074	4,971	130,193
8	Great Northern Ry	2,318	80,905	805	25,375	3,123	106,280	903	21,762	740	20,927	1,643	42,689
9	Illinois Central R. R.	6,581	223,479	4,457	150,615	11,038	374,094	2,862	72,942	5,298	58,046	5,160	130,988
10	Minneapolis & St. Louis R. R.	687	19,997	1,004	33,711	1,691	53,708	1,887	50,686	1,067	31,430	2,954	82,116
11	Mus., Burlington & Southern R. R.	----------	----------	52	1,911	52	1,911	3	63	51	851	54	914
12	Union Pacific R. R.	891	33,682	1,580	51,686	2,471	85,368	2,644	65,057	666	15,071	3,310	80,128
13	Wabash Railway	6,515	220,157	2,302	76,486	8,817	296,643	1,715	35,188	1,734	45,853	3,449	81,041
	Total	67,733	2,265,221	39,883	1,337,142	107,616	3,602,363	29,381	707,592	25,437	662,020	54,818	1,369,612
	Per cent of total carload traffic	.672	.757	.396	.447	1.068	1.204	.291	.236	.252	.221	.543	.457

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 31—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sewer Pipe and Drain Tile						Agricultural Implements and Vehicles Other Than Automobiles					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	807	12,961	345	5,502	1,152	19,553	1,959	27,500	1,804	25,007	3,763	52,507
2	Chicago, Burlington & Quincy R. R.	4,645	81,825	849	16,048	5,494	97,873	6,741	94,823	2,162	30,970	8,903	125,793
3	Chicago Great Western R. R.	3,130	53,624	696	12,181	3,826	65,805	529	6,148	772	10,090	1,301	16,238
4	Chicago, Milwaukee & St. Paul Ry.	4,738	95,451	3,925	83,852	8,663	179,303	6,889	96,353	1,632	22,475	8,521	118,828
5	Chicago & North Western Ry.	4,376	83,701	5,700	122,588	10,076	206,289	6,731	91,031	2,311	32,484	9,042	123,515
6	Chicago, St. Paul, Minn. & O. Ry.	676	12,807	396	8,508	1,072	21,315	862	11,170	1,322	17,380	2,184	28,550
7	Chicago, Rock Island & Pacific Ry.	3,681	75,000	1,768	33,579	5,449	108,579	6,965	92,287	2,484	35,897	8,549	128,184
8	Great Northern Ry.	1,061	21,390	527	10,208	1,588	31,598	2,282	28,115	1,101	14,778	3,383	42,893
9	Illinois Central R. R.	2,539	45,686	2,370	44,190	4,909	89,876	3,846	65,359	3,008	47,901	6,854	113,260
10	Minneapolis & St. Louis R. R.	2,804	52,600	747	13,500	3,551	66,100	453	5,729	1,142	15,201	1,595	20,930
11	Mus., Burlington & Southern R. R.	.....	.....	7	187	7	187	2	18	5	72	7	90
12	Union Pacific R. R.	400	6,507	285	4,836	685	11,343	795	9,946	1,643	23,524	2,438	33,470
13	Wabash Railway	827	15,245	1,224	22,176	2,051	37,421	1,350	20,805	1,583	22,149	2,933	42,954
	Total	29,684	557,677	18,639	377,515	48,523	935,192	38,504	549,284	20,960	297,987	59,472	847,221
	Per cent of total carload traffic	.294	.180	.187	.126	.481	.312	.382	.183	.208	.099	.590	.282

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 32—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Automobiles and Auto Trucks						Household Goods and Second Hand Furniture					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	4,874	34,823	12,988	107,728	17,862	142,551	2,362	25,007	1,357	14,666	3,719	39,673
2	Chicago, Burlington & Quincy R. R.	7,224	42,253	8,748	59,736	15,972	101,989	3,823	39,060	1,748	18,173	5,571	57,233
3	Chicago Great Western R. R.	2,644	18,433	8,099	67,379	10,743	85,812	906	9,554	453	4,814	1,359	14,368
4	Chicago, Milwaukee & St. Paul Ry.	7,747	60,539	8,300	63,704	16,047	124,243	2,062	34,679	473	5,747	2,535	40,417
5	Chicago & North Western Ry.	18,831	115,346	12,681	102,283	31,512	217,629	5,066	53,209	1,819	16,984	6,885	70,193
6	Chicago, St. Paul, Minn. & O. Ry.	1,632	8,667	2,716	16,879	4,348	25,546	1,009	11,381	826	9,178	1,835	20,559
7	Chicago, Rock Island & Pacific Ry.	8,758	58,376	17,473	132,912	26,231	191,288	3,917	46,250	1,983	21,302	5,900	67,552
8	Great Northern Ry.	3,256	19,899	3,531	28,307	6,787	48,206	2,578	29,395	708	8,485	3,286	37,881
9	Illinois Central R. R.	9,453	38,102	15,251	119,110	20,704	157,212	1,859	17,384	1,381	12,903	3,240	30,287
10	Minneapolis & St. Louis R. R.	756	4,429	4,131	52,390	4,890	56,819	709	7,483	355	5,791	1,364	13,274
11	Mus., Burlington & Southern R. R.	12	64	59	607	71	671	14	132	14	140	28	272
12	Union Pacific R. R.	1,942	12,380	21,674	184,040	23,616	196,420	1,213	12,566	1,497	16,607	2,710	29,193
13	Wabash Railway	22,443	146,288	17,608	201,995	40,051	348,283	846	7,817	573	5,449	1,419	13,266
	Total	84,972	557,499	133,262	1,137,070	218,234	1,694,569	26,367	277,958	13,387	140,240	39,751	418,198
	Per cent of total carload traffic	.843	.186	1.322	3.80	2.165	.566	.261	.093	.133	.047	.394	.140

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 33—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Furniture (New)						Beverages					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	677	6,803	1,855	18,863	2,532	25,666	544	10,529	512	9,086	1,056	19,615
2	Chicago, Burlington & Quincy R. R.	2,082	19,563	2,870	27,050	4,952	46,643	1,230	21,405	235	3,606	1,465	25,151
3	Chicago Great Western R. R.	404	4,534	681	7,175	1,085	11,709	335	6,198	97	1,934	432	8,132
4	Chicago, Milwaukee & St. Paul Ry.	4,560	46,326	2,155	24,667	6,715	70,993	1,791	32,868	310	6,507	2,101	39,465
5	Chicago & North Western Ry.	8,958	97,341	1,604	10,574	9,962	107,915	1,292	25,856	634	12,799	1,926	38,655
6	Chicago, St. Paul, Minn. & O. Ry.	43	450	287	2,667	330	3,117	298	4,937	61	1,307	359	6,244
7	Chicago, Rock Island & Pacific Ry.	1,477	14,439	2,248	22,027	3,725	36,466	989	16,603	459	8,676	1,448	25,279
8	Great Northern Ry.	391	2,928	209	1,959	430	3,887	377	6,374	157	2,363	534	8,737
9	Illinois Central R. R.	2,906	26,394	2,513	22,024	5,418	48,128	855	15,960	430	8,031	1,285	23,991
10	Minneapolis & St. Louis R. R.	11	114	251	2,322	262	2,436	187	3,110	85	1,491	272	4,601
11	Mus., Burlington & Southern R. R.	40	366	17	147	57	513	2	29	15	228	17	257
12	Union Pacific R. R.	80	704	2,148	22,588	2,228	23,292	25	494	599	12,875	624	13,369
13	Wabash Railway	606	5,353	1,586	15,804	2,192	21,157	691	12,129	241	4,268	932	16,397
	Total	22,644	224,155	17,854	177,807	39,498	402,062	8,616	156,522	3,785	73,281	12,401	229,803
	Per cent of total carload traffic	.219	.025	.179	.000	.200	.135	.086	.052	.038	.025	.124	.077

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 34—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Ice						Fertilizers (All Kinds)					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	4,412	91,841	97	2,732	4,509	94,573	3,592	91,393	583	15,408	4,175	106,796
2	Chicago, Burlington & Quincy R. R.	4,544	144,029	30	802	4,574	144,831	2,286	55,422	379	10,771	2,665	66,193
3	Chicago Great Western R. R.	190	5,569	17	550	207	6,119	461	8,679	77	1,402	538	10,077
4	Chicago, Milwaukee & St. Paul Ry.	9,746	294,999	38	1,222	9,784	296,221	1,571	35,623	475	9,394	2,046	44,917
5	Chicago & North Western Ry.	6,645	209,725	172	5,720	6,817	215,445	1,696	49,383	316	5,689	2,012	55,072
6	Chicago, St. Paul, Minn. & O. Ry.	1,042	35,563	*5	*182	1,037	35,381	227	4,738	30	573	257	5,311
7	Chicago, Rock Island & Pacific Ry.	2,302	46,509	298	6,979	2,600	53,993	1,667	37,295	540	12,358	2,207	44,653
8	Great Northern Ry.	308	28,330	32	1,043	336	27,373	566	18,600	23	544	589	19,144
9	Illinois Central R. R.	3,716	75,281	331	9,303	4,047	84,564	4,126	104,181	2,185	56,378	6,311	160,559
10	Minneapolis & St. Louis R. R.	632	20,052	218	6,967	850	27,019	128	2,521	118	1,978	256	4,499
11	Mus., Burlington & Southern R. R.	2	53			2	53	8	161	13	197	21	358
12	Union Pacific R. R.	3,295	100,789	2	55	3,297	100,844	56	1,894	78	2,368	134	4,262
13	Wabash Railway	599	13,914	246	7,962	845	21,876	1,171	24,926	606	12,809	1,777	38,735
	Total	38,094	1,065,081	1,476	43,153	39,570	1,108,234	17,535	429,737	5,423	130,764	22,958	560,496
	Per cent of total carload traffic	.328	.356	.015	.014	.393	.370	.174	.144	.054	.044	.228	.188

*Debit Item.

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 35—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Papers, Printed Matter and Books						Chemicals and Explosives					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	133	2,965	527	13,482	660	16,447	3,351	90,623	1,453	42,013	4,804	132,636
2	Chicago, Burlington & Quincy R. R.	267	5,903	2,519	63,595	2,786	69,498	3,243	73,327	2,961	91,210	6,204	164,537
3	Chicago Great Western R. R.	85	2,815	1,777	45,278	1,862	48,093	104	2,719	708	24,426	812	27,145
4	Chicago, Milwaukee & St. Paul Ry	1,018	25,111	1,094	28,578	2,112	53,689	595	16,027	1,602	42,747	2,197	58,774
5	Chicago & North Western Ry	3,368	83,856	2,693	69,762	6,061	153,618	3,638	112,006	4,300	122,664	7,938	234,670
6	Chicago, St. Paul, Minn. & O. Ry	199	4,575	495	12,779	694	17,354	624	16,244	628	17,657	1,252	33,901
7	Chicago, Rock Island & Pacific Ry	163	3,757	2,910	74,287	3,073	78,044	3,196	105,921	2,125	61,483	5,321	167,404
8	Great Northern Ry	1,744	42,030	980	26,803	2,724	68,833	346	8,425	409	11,194	755	19,619
9	Illinois Central R. R.	875	16,944	1,840	44,714	2,715	61,658	3,784	101,222	4,508	137,375	8,292	238,597
10	Minneapolis & St. Louis R. R.			1,173	29,731	1,173	29,731	104	2,543	309	9,290	413	11,833
11	Mus., Burlington & Southern R. R.	2	47	7	175	9	222	4	94	12	265	16	359
12	Union Pacific R. R.	9	211	1,328	32,571	1,337	32,782	308	8,441	1,224	34,808	1,532	43,249
13	Wabash Railway	228	4,731	4,945	121,407	5,173	126,138	2,416	75,209	2,693	74,731	5,109	149,940
	Total	8,001	192,945	22,288	563,162	30,379	756,107	21,713	612,801	22,932	669,863	44,645	1,282,664
	Per cent of total carload traffic	.080	.064	.221	.188	.301	.252	.215	.205	.228	.225	.443	.430

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 36—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railway Companies	Textiles						Canned Goods. (All Canned Food Products.)					
		Originating on Road		Received from Connecting Carriers		Total		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	45	1,053	88	1,473	133	2,526	2,981	85,323	2,249	55,828	5,230	141,151
2	Chicago, Burlington & Quincy R. R.	136	2,291	1,038	14,228	1,174	16,519	2,026	42,479	3,030	81,033	5,056	123,512
3	Chicago Great Western R. R.	26	297	154	1,947	180	2,244	600	13,292	1,042	29,046	1,642	42,338
4	Chicago, Milwaukee & St. Paul Ry	59	967	194	3,457	253	4,424	9,099	211,653	2,743	65,236	11,842	276,889
5	Chicago & North Western Ry	225	4,182	711	10,700	936	14,882	7,697	180,399	3,192	81,548	10,889	261,947
6	Chicago, St. Paul, Minn. & O. Ry	107	1,622	74	975	181	2,597	1,106	25,624	564	13,930	1,670	39,554
7	Chicago, Rock Island & Pacific Ry	215	3,665	468	7,270	683	10,935	1,210	26,654	2,572	70,676	3,782	97,330
8	Great Northern Ry	61	949	9	185	70	1,134	1,450	40,495	634	17,727	2,084	58,222
9	Illinois Central R. R.	1,265	26,536	2,117	29,730	3,382	56,266	2,541	55,327	3,231	76,575	5,772	131,902
10	Minneapolis & St. Louis R. R.			407	8,550	407	8,550	606	13,521	636	17,079	1,242	30,600
11	Mus., Burlington & Southern R. R.							94	1,861	13	277	107	2,138
12	Union Pacific R. R.	4	68	173	3,144	177	3,212	1,177	27,298	4,832	151,039	6,009	178,337
13	Wabash Railway	44	755	1,154	12,796	1,198	13,551	1,596	33,109	2,918	67,842	4,514	100,951
	Total	2,187	42,385	6,587	94,455	8,774	136,840	32,183	757,035	27,656	727,836	59,839	1,484,871
	Per cent of total carload traffic	.022	.014	.065	.031	.087	.045	.319	.253	.274	.243	.593	.496

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 37—MANUFACTURES AND MISCELLANEOUS—Continued.

Number	Railway Companies	Other Manufactures and Miscellaneous					
		Originating on Road		Received from Connecting Carriers		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	26,715	571,223	18,153	412,743	44,868	983,966
2	Chicago, Burlington & Quincy R. R.	43,972	850,527	28,928	597,691	72,900	1,448,218
3	Chicago Great Western R. R.	8,579	157,673	7,908	153,864	16,487	311,537
4	Chicago, Milwaukee & St. Paul Ry	59,455	1,240,972	35,103	813,835	94,558	2,054,807
5	Chicago & North Western Ry	79,861	1,714,909	34,201	752,305	114,062	2,467,214
6	Chicago, St. Paul, Minn. & O. Ry	11,613	241,250	15,175	332,880	26,788	574,130
7	Chicago, Rock Island & Pacific Ry	39,687	842,002	24,011	457,395	63,698	1,299,397
8	Great Northern Ry	11,200	276,734	5,642	116,081	16,842	392,815
9	Illinois Central R. R.	43,873	867,815	41,653	870,447	85,526	1,738,262
10	Minneapolis & St. Louis R. R.	5,243	124,311	7,436	141,081	12,679	265,392
11	Mus., Burlington & Southern R. R.	360	5,899	248	6,721	608	12,620
12	Union Pacific R. R.	4,890	131,919	16,832	331,885	21,722	463,804
13	Wabash Railway	27,126	636,695	34,294	671,184	61,420	1,297,879
	Total	302,574	7,651,929	269,584	5,658,112	632,158	13,310,041
	Per cent of total carload traffic	3.596	2.556	2.674	1.890	6.270	4.446

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 37½—MANUFACTURES AND MISCELLANEOUS—Concluded and Total.

Number	Railway Companies	Total Manufactures and Miscellaneous									
		Originating on Road				Received from Connecting Carriers		Total			
		Carloads	% of total carloads	Tons	% of total tons all traffic	Carloads	Tons	Carloads	% of total carloads	Tons	% of total tons all traffic
1	Atchison, Topeka & Santa Fe Ry	224,042	30.60	6,348,007	21.99	101,449	2,593,568	325,491	32.76	8,941,575	20.97
2	Chicago, Burlington & Quincy R. R.	190,992	21.87	4,759,788	12.14	127,885	3,237,902	318,877	25.16	7,997,690	20.41
3	Chicago Great Western R. R.	27,599	27.45	578,707	9.88	45,102	1,033,760	72,701	32.08	1,612,467	27.54
4	Chicago, Milwaukee & St. Paul Ry	175,413	17.70	4,235,698	10.07	134,574	3,535,754	309,987	23.40	7,771,452	18.48
5	Chicago & North Western Ry	223,509	22.83	4,962,830	10.21	153,015	4,142,761	376,524	25.20	9,105,591	18.73
6	Chicago, St. Paul, Minn. & O. Ry	25,792	12.60	580,691	6.10	45,104	1,123,044	70,896	20.74	1,703,735	17.90
7	Chicago, Rock Island & Pacific Ry	128,401	23.05	3,045,309	12.09	122,309	2,810,166	250,710	27.49	5,855,475	23.26
8	Great Northern Ry	45,354	7.17	1,133,745	4.13	40,570	1,029,244	85,924	11.73	2,162,989	7.87
9	Illinois Central R. R.	130,109	16.05	3,115,638	6.53	169,995	4,292,756	300,104	20.68	7,408,394	15.54
10	Minneapolis & St. Louis R. R.	20,289	17.15	517,964	8.13	33,127	784,548	53,416	24.64	1,302,512	20.46
11	Mus., Burlington & Southern R. R.	589	27.10	9,820	5.64	857	23,425	1,446	26.91	33,245	19.10
12	Union Pacific R. R.	28,381	10.20	732,249	4.59	90,952	1,996,640	119,333	20.75	2,728,889	17.14
13	Wabash Railway	84,451	34.18	1,735,389	11.10	124,309	2,930,143	208,760	38.03	4,665,532	29.85
	Total	1,304,921		31,755,835		1,189,248	29,533,711	2,494,169		61,289,546	
	Per cent of total carload traffic	12.942		10.607		11.796	9.865	24.738		20.472	
14	Atlantic Northern Railway			95			1,693			1,788	
15	Colfax Northern Railway			425			20			445	
16	Manchester & Oneida Railway			266			11,334			11,600	
17	Tabor & Northern Railway			50			2,239			2,289	
	Total 14 to 17 inclusive			836			15,286			16,122	
	Total tons			31,756,671			29,548,997			61,305,668	
	Per cent of total tons all traffic			10.150			9.453			19.612	

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 38—GRAND TOTAL CARLOAD TRAFFIC.

Number	Railway Companies	Grand Total Carload Traffic											
		Originating on Road				Received from Connecting Carriers				Total			
		Carloads	% of total carloads	Tons	% of total tons all traffic	Carloads	% of total carloads	Tons	% of total tons all traffic	Carloads	Per cent	Tons	% of total tons all traffic
1	Atchison, Topeka & Santa Fe Ry	732,110	73.69	20,809,278	72.09	261,271	26.31	6,846,449	23.72	993,381	100.	27,655,727	95.81
2	Chicago, Burlington & Quincy R. R.	873,209	68.91	25,915,637	66.15	394,019	31.09	11,067,038	28.25	1,267,228	100.	36,982,675	94.40
3	Chicago Great Western R. R.	100,519	44.73	2,093,172	35.75	124,196	55.27	3,513,850	60.03	224,715	100.	5,607,022	95.78
4	Chicago, Milwaukee & St. Paul Ry	990,825	75.04	30,528,186	72.62	329,458	24.96	9,674,978	23.02	1,320,283	100.	40,203,164	96.64
5	Chicago & North Western Ry	978,745	65.51	30,961,992	63.69	515,393	34.49	15,597,357	32.09	1,494,138	100.	46,559,349	95.78
6	Chicago, St. Paul, Minn. & O. Ry.	204,629	59.88	5,320,525	55.91	137,056	40.12	3,681,832	38.68	341,685	100.	9,002,357	94.59
7	Chicago, Rock Island & Pacific Ry	556,933	61.07	14,466,959	57.23	354,992	38.93	9,603,410	38.15	911,925	100.	24,010,369	95.38
8	Great Northern Ry	631,841	86.28	23,660,356	86.19	100,403	13.78	3,144,905	11.45	732,244	100.	26,805,261	97.64
9	Illinois Central R. R.	810,422	55.85	27,079,337	56.81	640,495	44.15	18,908,738	39.66	1,450,917	100.	45,988,075	96.47
10	Minneapolis & St. Louis R. R.	118,271	54.57	3,311,223	52.01	98,455	45.43	2,834,488	44.52	216,726	100.	6,145,711	96.53
11	Mus., Burlington & Southern R. R.	2,173	40.44	59,430	34.15	3,200	59.56	105,903	60.87	5,373	100.	165,333	95.02
12	Union Pacific R. R.	278,021	48.35	8,648,643	54.32	296,945	51.65	6,746,265	42.38	574,966	100.	15,394,908	96.70
13	Wabash Railway	247,035	45.00	6,702,932	42.88	301,817	55.00	8,158,508	52.20	548,852	100.	14,861,440	95.08
	Total	6,524,733		199,497,670		2,557,700		99,883,721		10,082,433		299,381,391	
	Per cent of total carload traffic	64.714		66.637		35.286		33.363		100%		100%	
14	Atlantic Northern Railway			14,339				11,333				25,672	
15	Colfax Northern Railway			69,208				1,370				70,578	
16	Manchester & Oneida Railway			2,853				25,644				28,497	
17	Tabor & Northern Railway			11,835				6,666				18,501	
	Total 14 to 17 inclusive			98,235				45,013				143,248	
	Total tons			199,595,905				99,928,734				299,524,639	
	Per cent of total tons all traffic			63.854				31.968				95.822	

TABLE 11—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—ENTIRE LINE

PART 39—MERCHANDISE—ALL L. C. L. FREIGHT—TONS—AND GRAND TOTAL CARLOAD AND L. C. L. TRAFFIC.

Number	Railway Companies	Merchandise—All L. C. L. Freight						Grand Total—Carload and L. C. L. Traffic					
		Tons						Tons					
		Originating on road	% of total tons all traffic	Received from connecting carriers	% of total tons all traffic	Total	% of total tons all traffic	Originating on road	% of total tons all traffic	Received from connecting carriers	% of total tons all traffic	Total	Per cent
1	Atchison, Topeka & Santa Fe Ry	1,003,496	3.47	205,734	.72	1,209,230	4.19	21,812,774	75.56	7,052,183	24.44	28,864,957	100.
2	Chicago, Burlington & Quincy R. R.	1,520,817	3.88	672,559	17.7	2,193,376	5.60	27,436,454	70.03	11,739,597	29.97	39,176,051	100.
3	Chicago Great Western R. R.	190,534	3.25	55,975	.96	246,509	4.22	2,283,706	39.01	3,569,825	60.99	5,853,531	100.
4	Chicago, Milwaukee & St. Paul Ry	1,432,445	3.41	398,676	.95	1,831,121	4.36	31,960,631	76.03	10,073,654	23.97	42,034,285	100.
5	Chicago & North Western Ry	1,177,714	2.43	870,061	1.79	2,047,775	4.22	32,139,706	66.12	16,467,418	33.88	48,607,124	100.
6	Chicago, St. Paul, Minn. & O. Ry	344,489	3.62	169,474	1.78	513,963	5.41	5,665,014	59.52	3,851,306	40.48	9,516,320	100.
7	Chicago, Rock Island & Pacific Ry	938,726	3.73	223,269	.89	1,161,995	4.62	15,345,685	60.96	9,826,679	39.04	25,172,364	100.
8	Great Northern Ry	515,220	1.88	130,106	.48	645,326	2.36	24,175,576	88.06	3,275,011	11.94	27,450,587	100.
9	Illinois Central R. R.	1,100,548	2.31	581,801	1.22	1,682,349	3.53	28,179,885	59.11	19,490,539	40.89	47,670,424	100.
10	Minneapolis & St. Louis R. R.	154,909	2.43	65,380	1.04	220,289	3.47	3,466,132	54.44	2,899,868	45.56	6,366,000	100.
11	Mus., Burlington & Southern R. R.	6,964	4.01	1,689	.97	8,653	4.98	66,394	38.16	107,592	61.84	173,986	100.
12	Union Pacific R. R.	306,561	1.92	218,159	1.38	524,720	3.30	8,955,204	56.25	6,964,424	43.75	15,919,628	100.
13	Wabash Railway	466,058	2.99	302,003	1.93	768,061	4.92	7,168,990	45.86	8,460,511	54.14	15,629,501	100.
	Total	9,158,481		3,894,886		13,053,367		208,656,151		103,778,607		312,434,758	
14	Atlantic Northern Railway	754		1,290		2,044		15,093		12,623		27,716	
15	Colfax Northern Railway	20				20		69,228		1,370		70,598	
16	Manchester & Oneida Railway	506		1,768		2,274		3,359		27,412		30,771	
17	Tabor & Northern Railway	121		962		1,083		11,956		7,628		19,584	
	Total 14 to 17 inclusive	1,401		4,020		5,421		99,636		49,033		148,669	
	Grand total tons all traffic	9,159,882		3,898,906		13,058,788		208,755,787		103,827,640		312,583,427	100.
	Per cent of total tons all traffic	2.931		1.247		4.178		66.785		33.215		100%	

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 1—PRODUCTS OF AGRICULTURE

Number	Railway Companies	Wheat						Corn					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		Revenue Freight All Other Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	14	532	3,321	125,906	3,335	126,438	2	64	1,053	36,707	1,055	36,771
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.*	202	7,704			202	7,704	2,334	88,474			2,334	88,474
4	Chicago, Milwaukee & St. Paul Ry.	1,486	61,719	218	9,129	1,704	70,848	20,191	807,093	1,621	63,886	21,812	870,979
5	Chicago & North Western Ry.	3,821	159,637	3,118	129,686	6,939	289,323	24,771	1,031,854	16,177	656,463	40,948	1,688,317
6	Chicago, St. Paul, Minn. & O. Ry.	35	1,192	3,041	122,552	3,076	123,744	1,370	56,584	769	30,910	2,139	87,494
7	Chicago, Rock Island & Pacific Ry.	3,172	126,162			3,172	126,162	19,871	792,601			19,871	792,601
8	Great Northern Ry.	17	647	3,737	155,485	3,754	156,132	2,925	109,210	268	11,815	3,193	121,025
9	Illinois Central R. R.	805	32,892	973	41,219	1,778	74,111	11,642	482,628	2,543	107,384	14,185	590,012
10	Minneapolis & St. Louis R. R.	142	5,324	4,483	182,089	4,625	187,413	8,868	350,520	589	22,943	9,457	373,463
11	Mus., Burlington & Southern R. R.	127	4,883			127	4,883	344	13,390	1	33	345	13,423
12	Union Pacific R. R.	1,245	56,916			1,245	56,916	2,591	104,002			2,591	104,002
13	Wabash Railway	462	18,287	958	35,763	1,420	54,050	3,413	126,274	2,651	104,916	6,064	231,190
	Total	11,528	475,895	19,849	801,829	31,377	1,277,724	98,322	3,962,694	25,672	1,035,057	123,994	4,997,751

*Six months July to December, inclusive, 1922.

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 2—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Oats						Other Grain					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			90	2,297	90	2,297	1	42	115	3,681	116	3,723
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	1,598	53,974			1,598	53,974	41	1,346			41	1,346
4	Chicago, Milwaukee & St. Paul Ry.	7,781	258,310	599	20,009	8,380	278,319	404	13,896	136	4,739	540	18,635
5	Chicago & North Western Ry.	10,455	333,900	8,056	271,189	18,511	605,089	545	21,281	882	34,875	1,427	56,156
6	Chicago, St. Paul, Minn. & O. Ry.	520	17,456	609	21,343	1,129	38,799	25	909	51	1,748	76	2,657
7	Chicago, Rock Island & Pacific Ry.	11,995	374,036			11,995	374,036	711	24,038			711	24,038
8	Great Northern Ry.	553	18,748	701	24,437	1,254	43,185	37	1,392	35	821	72	2,213
9	Illinois Central R. R.	6,011	190,678	945	31,270	6,956	221,948	250	7,953	389	13,331	639	21,284
10	Minneapolis & St. Louis R. R.	4,270	144,578	1,265	41,139	5,535	185,717	76	2,831	405	14,463	481	17,294
11	Mus., Burlington & Southern R. R.	27	869			27	869	7	258	1	11	8	269
12	Union Pacific R. R.	1,363	43,477			1,363	43,477	223	9,714			223	9,714
13	Wabash Railway	1,016	31,158	2,698	83,074	3,714	114,232	68	2,484	120	3,412	188	5,896
	Total	45,589	1,467,184	14,963	494,758	60,552	1,961,942	2,388	86,144	2,134	77,072	4,522	163,216

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 3—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Flour and Meal						Other Mill Products					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			14,715	390,530	14,715	390,530	3	55	2,347	47,782	2,350	47,837
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	60	1,230			60	1,230	29	455			29	455
4	Chicago, Milwaukee & St. Paul Ry	1,322	34,009	755	18,043	2,077	52,052	3,714	86,354	177	4,034	3,891	90,388
5	Chicago & North Western Ry	744	18,944	3,311	83,459	4,055	102,403	3,476	85,679	3,489	80,880	6,965	166,559
6	Chicago, St. Paul, Minn. & O. Ry	163	3,507	1,023	21,279	1,186	24,786	85	1,872	205	4,558	290	6,430
7	Chicago, Rock Island & Pacific Ry	1,731	43,606			1,731	43,606	6,652	157,060			6,652	157,060
8	Great Northern Ry	29	648	343	9,347	372	9,995	23	542	262	7,741	285	8,283
9	Illinois Central R. R.	789	19,696	2,416	64,376	3,205	84,072	2,137	50,962	1,674	36,532	3,811	87,494
10	Minneapolis & St. Louis R. R.	34	547	10,132	262,711	10,166	263,258	31	515	1,786	42,573	1,817	43,088
11	Mus., Burlington & Southern R. R.	23	533	150	3,627	173	4,160	11	183	23	452	34	635
12	Union Pacific R. R.	2	42			2	42	2	42			2	42
13	Wabash Railway	36	979	828	22,891	864	23,870	29	798	698	15,519	727	16,317
	Total	4,923	122,741	33,673	876,263	38,606	1,000,004	16,192	384,517	10,661	240,071	26,853	624,588

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 4—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Hay, Straw and Alfalfa						Tobacco					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	11	202	799	11,271	810	11,473						
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	257	3,125			257	3,125						
4	Chicago, Milwaukee & St. Paul Ry	1,192	14,781	782	10,540	1,974	25,321	6	158	48	1,076	54	1,234
5	Chicago & North Western Ry	1,425	16,555	3,149	39,340	4,574	55,895			33	741	33	741
6	Chicago, St. Paul, Minn. & O. Ry	41	470	1,795	21,439	1,836	21,909			1	21	1	21
7	Chicago, Rock Island & Pacific Ry	1,415	17,173			1,415	17,173	4	45			4	45
8	Great Northern Ry	6	72	79	1,121	85	1,193						
9	Illinois Central R. R.	566	6,845	377	5,900	943	12,745			35	578	35	578
10	Minneapolis & St. Louis R. R.	312	3,570	62	799	374	4,369			30	686	30	686
11	Mus., Burlington & Southern R. R.	66	839	4	53	70	892			2	25	2	25
12	Union Pacific R. R.												
13	Wabash Railway	81	1,036	536	7,486	617	8,522			4	38	4	38
	Total	5,372	64,688	7,583	97,949	12,955	162,617	10	203	153	3,165	163	3,368

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 5—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Cotton						Cotton Seed and Products, Except Oil					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			605	8,342	605	8,342			23	551	23	551
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.												
4	Chicago, Milwaukee & St. Paul Ry.			24	508	24	508	4	79	2	58	6	137
5	Chicago & North Western Ry.	1	30	21	355	22	385	1	8	64	1,779	65	1,787
6	Chicago, St. Paul, Minn. & O. Ry.			22	275	22	275			5	120	5	120
7	Chicago, Rock Island & Pacific Ry.							7	148			7	148
8	Great Northern Ry.			19	275	19	275						
9	Illinois Central R. R.			52	1,052	52	1,052	47	1,109	51	1,040	98	2,149
10	Minneapolis & St. Louis R. R.			24	315	24	315			5	126	5	126
11	Mus., Burlington & Southern R. R.												
12	Union Pacific R. R.												
13	Wabash Railway			35	481	35	481			23	588	23	588
	Total	1	30	802	11,603	803	11,633	59	1,344	173	4,262	232	5,606

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 6—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Citrus Fruits						Other Fresh Fruits					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			8,188	139,708	8,188	139,708	3	39	18,602	280,424	18,605	280,463
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.							33	375			33	375
4	Chicago, Milwaukee & St. Paul Ry.	1	10	833	13,751	834	13,761	178	2,366	13,448	207,254	13,626	209,620
5	Chicago & North Western Ry.	3	48	1,254	21,257	1,257	21,980	200	2,570	10,008	165,091	10,208	167,661
6	Chicago, St. Paul, Minn. & O. Ry.	2	24	670	11,333	672	11,357	27	325	2,466	35,515	2,493	35,840
7	Chicago, Rock Island & Pacific Ry.	19	233			19	233	991	12,462			991	12,462
8	Great Northern Ry.			29	468	29	468	9	116	471	7,576	480	7,692
9	Illinois Central R. R.	3	41	3,208	55,617	3,211	55,658	86	1,186	21,123	312,295	21,209	313,481
10	Minneapolis & St. Louis R. R.			81	1,258	81	1,258	44	561	1,647	27,791	1,691	28,352
11	Mus., Burlington & Southern R. R.			1	18	1	18	14	191	23	299	37	490
12	Union Pacific R. R.							30	360			30	360
13	Wabash Railway			330	5,156	330	5,156	3	41	2,856	44,183	2,859	44,224
	Total	28	356	14,594	249,241	14,622	249,597	1,618	20,601	70,644	1,080,428	72,262	1,101,029

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 7—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Potatoes						Other Fresh Vegetables					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	1	18	665	10,084	666	10,102			2,982	35,196	2,982	35,196
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	76	1,357			76	1,357	40	639			40	639
4	Chicago, Milwaukee & St. Paul Ry	214	3,870	498	8,954	712	12,824	196	3,202	920	17,806	1,116	21,008
5	Chicago & North Western Ry	204	3,539	4,175	75,906	4,379	79,445	100	2,278	2,379	31,052	2,479	33,330
6	Chicago, St. Paul, Minn. & O. Ry	14	233	1,003	18,507	1,017	18,740	9	103	614	8,869	623	8,972
7	Chicago, Rock Island & Pacific Ry	232	3,852			232	3,852	477	7,796			477	7,796
8	Great Northern Ry	27	477	2,470	47,755	2,497	48,232	1	10	51	812	52	822
9	Illinois Central R. R.	513	9,362	2,764	50,742	3,277	60,104	496	6,925	2,279	28,584	2,775	35,509
10	Minneapolis & St. Louis R. R.	51	878	5,840	106,591	5,891	107,469	11	248	384	5,230	395	5,478
11	Mus., Burlington & Southern R. R.	6	101	48	824	54	925	5	78	9	123	14	201
12	Union Pacific R. R.												
13	Wabash Railway	4	66	2,434	44,729	2,438	44,795	3	38	627	8,329	630	8,367
	Total	1,342	23,753	19,897	364,092	21,239	387,845	1,338	21,407	10,245	136,001	11,583	157,408

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 8—PRODUCTS OF AGRICULTURE—Continued

Number	Railway Companies	Dried Fruit and Vegetables						Other Products of Agriculture					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			1,061	34,937	1,061	34,937	2	27	1,477	22,841	1,479	22,868
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	6	86			6	86	280	7,210			280	7,210
4	Chicago, Milwaukee & St. Paul Ry	2	37	895	27,051	897	27,088	944	25,672	1,023	28,267	1,967	53,939
5	Chicago & North Western Ry	8	130	1,103	32,002	1,111	32,132	243	5,797	1,737	38,861	1,980	44,658
6	Chicago, St. Paul, Minn. & O. Ry			208	6,420	208	6,420	4	83	479	8,709	483	8,792
7	Chicago, Rock Island & Pacific Ry	16	235			16	235	1,368	38,687			1,368	38,687
8	Great Northern Ry			28	996	28	996	7	104	258	5,834	265	5,938
9	Illinois Central R. R.	46	622	832	17,120	878	17,742	118	2,864	987	17,746	1,105	20,610
10	Minneapolis & St. Louis R. R.			77	1,971	77	1,971	806	27,646	690	15,044	1,496	42,690
11	Mus., Burlington & Southern R. R.	4	71			4	71	5	64	6	97	11	161
12	Union Pacific R. R.							2	34			2	34
13	Wabash Railway	2	14	185	5,102	187	5,116	106	1,226	482	9,345	588	10,571
	Total	84	1,195	4,389	125,599	4,473	126,794	3,885	109,414	7,139	146,744	11,024	256,158

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 9—TOTAL PRODUCTS OF AGRICULTURE—Concluded AND ANIMALS AND PRODUCTS

Number	Railway Companies	Total Products of Agriculture						Horses and Mules					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		Revenue Freight All Other Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	37	979	56,043	1,502,257	56,080	1,151,236	13	150	165	1,995	178	2,145
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	4,956	165,975			4,956	165,975	53	631			53	631
4	Chicago, Milwaukee & St. Paul Ry.	37,635	1,311,646	21,979	435,096	59,614	1,746,742	437	5,039	63	757	500	5,796
5	Chicago & North Western Ry.	45,997	1,682,250	58,956	1,663,611	104,953	3,345,861	488	5,603	647	7,386	1,135	12,989
6	Chicago, St. Paul, Minn. & O. Ry.	2,295	82,758	12,961	313,598	15,256	396,356	112	1,278	148	1,594	260	2,872
7	Chicago, Rock Island & Pacific Ry.	48,661	1,598,134			48,661	1,598,134	742	8,512			742	8,512
8	Great Northern Ry.	3,634	131,966	8,751	274,483	12,385	406,449	17	197	28	306	45	503
9	Illinois Central R. R.	23,509	813,763	40,648	784,786	64,157	1,598,549	207	2,440	65	782	272	3,222
10	Minneapolis & St. Louis R. R.	14,645	537,218	27,500	725,729	42,145	1,262,947	173	2,032	41	493	214	2,525
11	Mus., Burlington & Southern R. R.	639	21,460	268	5,562	907	27,022	2	20			2	20
12	Union Pacific R. R.	5,458	214,596			5,458	214,596						
13	Wabash Railway	5,223	182,401	15,465	391,012	20,688	573,413	94	1,085	216	2,483	310	3,568
	Total	192,689	6,743,146	242,571	5,744,134	435,260	12,487,280	2,338	26,987	1,373	15,796	3,711	42,783
14	Atlantic Northern Ry.		7,122		220		7,342						
15	Colfax Northern Ry.		40		10		50						
16	Manchester & Oneida Ry.		285		802		1,087						
17	Tabor & Northern Ry.		9,336				9,336						
	Total 14 to 17		16,783		1,032		17,815						
	Total Tons		6,759,929		5,745,166		12,505,095						

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 10—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Cattle and Calves						Sheep and Goats					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	55	652	7,598	92,693	7,653	93,345	14	96	452	3,886	466	3,982
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	1,923	23,422			1,923	23,422	202	1,395			202	1,395
4	Chicago, Milwaukee & St. Paul Ry.	19,357	223,754	3,153	35,117	22,510	258,871	796	6,667	1,147	12,711	1,943	19,378
5	Chicago & North Western Ry.	17,713	202,800	16,044	187,596	33,757	390,396	650	5,412	3,718	40,476	4,368	45,888
6	Chicago, St. Paul, Minn. & O. Ry.	2,764	32,913	5,502	64,089	8,266	97,002	74	582	209	1,829	283	2,411
7	Chicago, Rock Island & Pacific Ry.	17,210	196,680			17,210	196,680	1,164	8,362			1,164	8,362
8	Great Northern Ry.	1,105	12,577	1,260	14,620	2,365	27,197	36	185	115	938	151	1,123
9	Illinois Central R. R.	8,448	99,451	2,827	33,757	11,275	133,208	302	2,265	99	985	401	3,250
10	Minneapolis & St. Louis R. R.	3,771	41,508	2,081	24,604	5,852	66,112	138	890	76	709	214	1,599
11	Mus., Burlington & Southern R. R.	76	833	8	99	84	932						
12	Union Pacific R. R.	25	271			25	271	8	76			8	76
13	Wabash Railway	621	7,430	765	9,558	1,386	16,988	39	302	125	1,264	164	1,566
	Total	73,068	842,291	39,238	462,133	112,306	1,304,424	3,423	26,232	5,941	62,798	9,364	89,030

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 11—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Hogs						Fresh Meats					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	44	414	2,203	23,256	2,247	23,670			13,336	162,225	13,336	162,225
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	3,746	32,760			3,746	32,760	37	406			37	406
4	Chicago, Milwaukee & St. Paul Ry	28,027	261,574	1,912	17,135	29,939	278,709	10,331	152,555	268	3,659	10,599	156,214
5	Chicago & North Western Ry	27,129	252,077	9,893	95,832	37,022	347,909	3,830	50,248	7,475	88,662	11,295	138,910
6	Chicago, St. Paul, Minn. & O. Ry	1,457	12,518	6,792	66,267	8,249	78,785	774	9,866	440	5,660	1,214	15,526
7	Chicago, Rock Island & Pacific Ry	32,971	301,106			32,971	301,106	533	5,757			533	5,757
8	Great Northern Ry	1,605	13,740	555	5,159	2,160	18,899	157	2,015	155	2,204	312	4,219
9	Illinois Central R. R.	12,881	118,404	4,459	41,742	17,340	160,146	4,255	56,963	5,710	71,838	9,965	128,801
10	Minneapolis & St. Louis R. R.	9,165	84,611	778	7,947	9,943	92,558	1,118	16,045	412	6,394	1,530	22,439
11	Mus., Burlington & Southern R. R.	231	2,019	13	111	244	2,121						
12	Union Pacific R. R.							1	20			1	20
13	Wabash Railway	965	9,144	3,179	37,184	4,144	46,328	302	4,129	794	10,272	1,096	14,401
	Total	118,221	1,088,358	29,784	294,622	148,005	1,382,991	21,328	298,004	28,599	350,914	49,918	648,918

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 12—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Other Packing-House Products						Poultry					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			3,465	51,037	3,465	51,037			1,940	22,616	1,940	22,616
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	234	4,092			234	4,092	153	1,622			153	1,622
4	Chicago, Milwaukee & St. Paul Ry	1,641	31,787	60	1,270	1,701	33,057	262	2,921	110	1,465	372	4,386
5	Chicago & North Western Ry	1,093	19,317	1,101	17,928	2,194	37,245	870	9,643	1,005	12,842	1,875	22,485
6	Chicago, St. Paul, Minn. & O. Ry	227	3,430	241	3,651	468	7,081	2	25	79	863	81	888
7	Chicago, Rock Island & Pacific Ry	1,788	31,179			1,788	31,179	1,086	12,312			1,086	12,312
8	Great Northern Ry	38	626	80	1,145	118	1,771			2	20	2	20
9	Illinois Central R. R.	2,438	38,055	2,062	36,683	4,500	74,738	261	3,129	433	4,890	694	8,019
10	Minneapolis & St. Louis R. R.	476	9,743	110	1,536	586	11,279	174	1,898	198	2,298	372	4,196
11	Mus., Burlington & Southern R. R.							20	208			20	208
12	Union Pacific R. R.												
13	Wabash Railway	300	4,643	737	12,590	1,037	17,233	19	226	19	263	38	489
	Total	8,235	142,872	7,856	125,840	16,091	268,712	2,847	31,994	3,786	45,167	6,633	77,161

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 13—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Eggs						Butter and Cheese					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			2,439	27,521	2,439	27,521			561	6,869	561	6,869
2	Chicago, Burlington & Quincy R. R.											87	1,172
3	Chicago Great Western R. R.	203	2,333			203	2,333	87	1,172			460	5,919
4	Chicago, Milwaukee & St. Paul Ry	723	8,664	196	2,507	919	11,171	402	5,187	58	732	2,621	32,809
5	Chicago & North Western Ry	977	11,373	1,715	20,729	2,692	32,102	860	10,665	1,761	22,144	213	2,485
6	Chicago, St. Paul, Minn. & O. Ry	22	237	59	654	81	891	24	252	189	2,233	363	4,201
7	Chicago, Rock Island & Pacific Ry	1,556	17,794			1,556	17,794	363	4,201			40	424
8	Great Northern Ry			9	95	9	95	38	398	2	26	834	10,348
9	Illinois Central R. R.	462	5,245	530	6,533	992	11,778	538	5,925	296	4,423	299	4,292
10	Minneapolis & St. Louis R. R.	164	1,842	135	1,591	299	3,433	42	414	257	3,878		
11	Mus., Burlington & Southern R. R.												
12	Union Pacific R. R.												
13	Wabash Railway	39	440	123	1,524	162	1,964	1	15	12	162	13	177
	Total	4,146	47,928	5,206	61,154	9,352	109,082	2,355	28,229	3,136	40,467	5,491	68,696

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 14—ANIMALS AND PRODUCTS—Continued

Number	Railway Companies	Wool						Hides and Leather					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			413	6,303	413	6,303			530	11,262	530	11,262
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	3	41			3	41	5	85			5	85
4	Chicago, Milwaukee & St. Paul Ry	30	430	269	4,316	299	4,746	359	8,366	107	2,164	466	10,530
5	Chicago & North Western Ry	20	244	918	14,797	938	15,041	249	5,664	767	17,529	1,016	23,193
6	Chicago, St. Paul, Minn. & O. Ry	1	12	2	24	3	36	5	90	19	444	24	534
7	Chicago, Rock Island & Pacific Ry	61	704			61	704	96	1,838			96	1,838
8	Great Northern Ry			1	12	1	12	2	37	10	101	12	138
9	Illinois Central R. R.	11	143	256	4,463	267	4,606	144	3,479	88	2,356	232	5,835
10	Minneapolis & St. Louis R. R.	11	121	13	161	24	282	23	512	21	443	44	955
11	Mus., Burlington & Southern R. R.	3	26			3	26	3	55			3	55
12	Union Pacific R. R.												
13	Wabash Railway	16	197	106	1,678	122	1,875	13	347	275	7,176	288	7,523
	Total	156	1,914	1,978	31,754	2,134	33,668	899	20,473	1,817	41,475	2,716	61,948

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 15—ANIMALS AND PRODUCTS—Concluded—AND TOTAL

Number	Railway Companies	Other Animals and Products						Total Animals and Products					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			516	9,632	516	9,632	126	1,312	33,618	419,295	33,744	420,607
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	7	107			7	107	6,653	68,066			6,653	68,066
4	Chicago, Milwaukee & St. Paul Ry.	453	10,098	160	3,293	613	13,391	62,818	717,052	7,503	85,126	70,321	802,178
5	Chicago & North Western Ry.	185	3,424	575	12,661	760	16,085	54,054	576,470	45,619	538,582	99,673	1,115,052
6	Chicago, St. Paul, Minn. & O. Ry.	16	276	57	1,256	73	1,532	5,478	61,479	13,737	148,564	19,215	210,043
7	Chicago, Rock Island & Pacific Ry.	302	5,754			302	5,754	57,872	594,199			57,872	594,199
8	Great Northern Ry.	4	80	13	296	17	376	3,002	29,855	2,230	24,922	5,232	54,777
9	Illinois Central R. R.	126	2,147	403	8,656	529	10,803	30,073	337,646	17,228	217,108	47,301	554,754
10	Minneapolis & St. Louis R. R.	20	453	286	7,620	306	8,073	15,275	160,069	4,408	57,584	19,683	217,653
11	Mus., Burlington & Southern R. R.	120	3,507	139	4,694	259	8,201	455	6,659	160	4,904	615	11,563
12	Union Pacific R. R.							34	367			34	367
13	Wabash Railway	11	155	221	5,289	232	5,444	2,420	28,113	6,572	89,443	8,992	117,556
	Total	1,244	26,001	2,370	53,397	3,614	79,398	238,260	2,581,287	131,075	1,585,528	369,335	4,166,815
14	Atlantic Northern Ry.								7,072		669		7,741
15	Colfax Northern Ry.												
16	Manchester & Oneida Ry.								2,260		127		2,387
17	Tabor & Northern Ry.								2,449		930		3,379
	Total 14 to 17								11,781		1,726		13,507
	Total Tons								2,593,068		1,587,254		4,180,322

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 16—PRODUCTS OF MINES

Number	Railway Companies	Anthracite Coal						Bituminous Coal					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			32	980	32	980			353	13,352	353	13,352
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.							29	1,326			29	1,326
4	Chicago, Milwaukee & St. Paul Ry.	158	6,716	3	116	161	6,832	9,921	442,652	1,640	67,193	11,561	509,845
5	Chicago & North Western Ry.	314	14,406	1,372	55,196	1,686	69,602	5,434	259,660	29,241	1,335,394	34,675	1,595,054
6	Chicago, St. Paul, Minn. & O. Ry.	2	39	825	28,221	827	28,260	14	567	3,068	136,366	3,082	136,933
7	Chicago, Rock Island & Pacific Ry.	15	546			15	546	9,258	391,373			9,258	391,373
8	Great Northern Ry.			328	12,006	328	12,006	7	283	478	19,635	485	19,918
9	Illinois Central R. R.			158	5,928	158	5,928	93	3,956	20,341	947,272	20,434	951,228
10	Minneapolis & St. Louis R. R.			79	2,828	79	2,828	1,103	45,182	20,601	942,531	21,704	987,713
11	Mus., Burlington & Southern R. R.							7	210	1,093	51,086	1,100	51,296
12	Union Pacific R. R.												
13	Wabash Railway			16	642	16	642	4,389	200,752	6,510	305,310	10,899	506,062
	Total	489	21,707	2,813	105,917	3,302	127,624	30,255	1,345,961	83,325	3,818,139	113,580	5,164,100

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 17—PRODUCTS OF MINES—Continued

Number	Railway Companies	Coke						Iron Ore					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			67	1,881	67	1,881			75	3,665	75	3,665
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	4	103			4	103						
4	Chicago, Milwaukee & St. Paul Ry	25	605	129	3,145	154	3,750	2	87			2	87
5	Chicago & North Western Ry	8	309	966	26,413	974	26,722			5	220	5	220
6	Chicago, St. Paul, Minn. & O. Ry			297	8,383	297	8,383			2	42	2	42
7	Chicago, Rock Island & Pacific Ry	11	456			11	456						
8	Great Northern Ry			231	4,355	231	4,355						
9	Illinois Central R. R.	12	297	1,204	33,981	1,216	34,278			10	326	10	326
10	Minneapolis & St. Louis R. R.			344	9,524	344	9,524	2	52			2	52
11	Mus., Burlington & Southern R. R.			52	1,155	52	1,155						
12	Union Pacific R. R.												
13	Wabash Railway	1	28	886	23,088	887	23,116						
	Total	61	1,798	4,176	111,925	4,237	113,723	4	139	92	4,253	96	4,392

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 18—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Ores and Concentrates						Base Bullion and Matte					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			60	2,578	60	2,578			542	23,639	542	23,639
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.												
4	Chicago, Milwaukee & St. Paul Ry	4	103	230	10,415	234	10,518			62	2,972	62	2,972
5	Chicago & North Western Ry			18	825	18	825	1	55	11	413	12	468
6	Chicago, St. Paul, Minn. & O. Ry			3	117	3	117						
7	Chicago, Rock Island & Pacific Ry	3	99			3	99						
8	Great Northern Ry												
9	Illinois Central R. R.			129	5,301	129	5,301			1	30	1	30
10	Minneapolis & St. Louis R. R.			23	1,022	23	1,022			1	49	1	49
11	Mus., Burlington & Southern R. R.												
12	Union Pacific R. R.												
13	Wabash Railway			12	168	12	168			6	226	6	226
	Total	7	202	475	20,426	482	20,628	1	55	623	27,329	624	27,384

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 19—PRODUCTS OF MINES—Continued

Number	Railway Companies	Clay, Gravel, Sand and Stone						Crude Petroleum					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	24	966	488	17,450	512	18,416			4,090	127,474	4,090	127,474
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	1,132	52,858			1,132	52,858						
4	Chicago, Milwaukee & St. Paul Ry.	9,398	460,069	1,077	49,748	10,475	509,817	5	112	28	868	33	980
5	Chicago & North Western Ry.	8,426	442,830	4,771	210,991	13,197	653,821	124	4,236	11	341	135	4,577
6	Chicago, St. Paul, Minn. & O. Ry.	63	2,773	502	23,587	565	26,360			8	275	8	275
7	Chicago, Rock Island & Pacific Ry.	17,639	715,349			17,639	715,349	4	81			4	81
8	Great Northern Ry.	328	17,749	269	6,969	597	24,718			9	328	9	328
9	Illinois Central R. R.	3,725	172,554	1,473	67,806	5,198	240,360						
10	Minneapolis & St. Louis R. R.	4,668	219,432	963	40,692	5,631	260,124			5	157	5	157
11	Mus., Burlington & Southern R. R.	414	19,677	6	124	420	19,801						
12	Union Pacific R. R.	1	25			1	25	15	268			15	268
13	Wabash Railway	231	11,696	551	24,561	782	36,257	1	20			1	20
	Total	46,049	2,115,978	10,100	441,928	56,149	2,557,906	149	4,717	4,151	129,443	4,300	134,160

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 20—PRODUCTS OF MINES—Continued

Number	Railway Companies	Asphaltum						Salt					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			351	12,007	351	12,007			519	13,682	519	13,682
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	1	32			1	32	3	19			3	19
4	Chicago, Milwaukee & St. Paul Ry.			19	581	19	581	9	169	335	9,799	344	9,968
5	Chicago & North Western Ry.	9	395	234	7,772	243	8,167	17	336	1,288	30,082	1,305	30,418
6	Chicago, St. Paul, Minn. & O. Ry.			3	88	3	88	1	20	511	16,658	512	16,678
7	Chicago, Rock Island & Pacific Ry.	14	350			14	350	23	523			23	523
8	Great Northern Ry.			12	373	12	373	1	15	122	3,302	123	3,317
9	Illinois Central R. R.	6	154	237	8,527	243	8,681	32	924	680	15,810	712	16,734
10	Minneapolis & St. Louis R. R.			156	5,147	156	5,147	1	19	465	10,003	466	10,022
11	Mus., Burlington & Southern R. R.							9	190	43	945	52	1,135
12	Union Pacific R. R.							1	25			1	25
13	Wabash Railway	1	37	50	1,725	51	1,762	18	512	106	2,407	124	2,919
	Total	31	968	1,062	36,220	1,093	37,188	115	2,752	4,069	102,688	4,184	105,440

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 21—PRODUCTS OF MINES—Continued

Number	Railway Companies	Other Products of Mines						Total Products of Mines					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			1,436	56,850	1,436	56,850	24	966	8,013	273,558	8,037	274,524
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.							1,167	54,338			1,167	54,338
4	Chicago, Milwaukee & St. Paul Ry			56	2,224	56	2,224	19,522	910,513	3,579	147,061	23,101	1,057,574
5	Chicago & North Western Ry			28	868	28	868	14,333	722,227	37,945	1,668,515	52,278	2,390,742
6	Chicago, St. Paul, Minn. & O. Ry			19	787	19	787	80	3,399	5,238	214,524	5,318	217,923
7	Chicago, Rock Island & Pacific Ry	10	212			10	212	26,977	1,108,989			26,977	1,108,989
8	Great Northern Ry			103	4,185	103	4,185	336	18,047	1,552	51,153	1,888	69,200
9	Illinois Central R. R.	16	580	66	2,343	82	2,923	3,884	178,465	24,299	1,087,324	28,183	1,265,789
10	Minneapolis & St. Louis R. R.			3	74	3	74	5,774	264,685	22,640	1,012,027	28,414	1,276,712
11	Mus., Burlington & Southern R. R.							430	20,077	1,194	53,310	1,624	73,387
12	Union Pacific R. R.							17	318			17	318
13	Wabash Railway	1	38	14	376	15	414	4,642	213,083	8,151	358,503	12,793	571,586
	Total	27	830	1,725	67,707	1,752	68,537	77,186	3,495,107	112,611	4,865,975	189,797	8,361,082
14	Atlantic Northern Ry								50		7,890		7,940
15	Colfax Northern Ry								68,233		740		68,973
16	Manchester & Oneida Ry								27		12,606		12,633
17	Tabor & Northern Ry										3,211		3,211
	Total 14 to 17								68,310		24,447		92,757
	Total Tons								3,563,417		4,890,422		8,453,839

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 22—PRODUCTS OF FORESTS

Number	Railway Companies	Logs, Posts and Cordwood						Ties					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	5	118	225	5,349	230	5,467	4	160	34	923	38	1,083
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	23	541			23	541	2	41			2	41
4	Chicago, Milwaukee & St. Paul Ry	536	13,325	111	2,839	647	16,164	44	1,246	*99	*3,047	*55	*1,801
5	Chicago & North Western Ry	149	3,241	1,594	32,515	1,743	35,756	6	133	468	14,167	474	14,300
6	Chicago, St. Paul, Minn. & O. Ry	6	98	989	21,094	995	21,192			*167	*5,135	*167	*5,135
7	Chicago, Rock Island & Pacific Ry	570	14,388			570	14,388	26	675			26	675
8	Great Northern Ry			421	7,909	421	7,909			7	197	7	197
9	Illinois Central R. R.	43	800	486	9,949	529	10,749	7	172	48	2,019	55	2,191
10	Minneapolis & St. Louis R. R.	23	503	851	19,422	874	19,925	8	231	75	2,328	83	2,559
11	Mus., Burlington & Southern R. R.	14	308	5	128	19	436			22	689	22	689
12	Union Pacific R. R.	1	28			1	28						
13	Wabash Railway	34	842	257	7,100	291	7,942	1	30	418	12,730	419	12,760
	Total	1,404	34,192	4,939	106,305	6,343	140,497	98	2,688	806	24,871	904	27,559

*Debit.

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 23—PRODUCTS OF OF FORESTS—Continued

Number	Railway Companies	Paper Pulp						Lumber, Timber, Box Shooks, Staves and Headings					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			22	650	22	650	2	59	8,211	219,198	8,213	219,257
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.							123	2,436			123	2,436
4	Chicago, Milwaukee & St. Paul Ry.	54	1,180			54	1,180	620	13,518	8,507	226,303	9,127	239,821
5	Chicago & North Western Ry.	3	40	137	3,874	140	3,914	253	5,361	14,015	378,958	14,268	384,319
6	Chicago, St. Paul, Minn. & O. Ry.	1	15	159	3,677	160	3,692	37	657	2,907	78,339	2,944	78,996
7	Chicago, Rock Island & Pacific Ry.	1	26			1	26	433	8,995			433	8,995
8	Great Northern Ry.							4	66	1,176	30,847	1,180	30,913
9	Illinois Central R. R.	1	31	2	49	3	80	194	3,550	8,785	237,073	8,979	240,623
10	Minneapolis & St. Louis R. R.							48	828	7,193	165,444	7,241	166,272
11	Mus., Burlington & Southern R. R.							46	1,106	694	17,885	740	18,991
12	Union Pacific R. R.							4	85			4	85
13	Wabash Railway							46	1,094	3,552	89,396	3,598	90,490
	Total	60	1,292	320	8,250	380	9,542	1,810	37,755	55,040	1,443,443	56,850	1,481,198

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 24—PRODUCTS OF FORESTS—Concluded—AND TOTAL

Number	Railway Companies	Other Products of Forests						Total Products of Forests					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			176	3,646	176	3,646	11	337	8,668	229,706	8,679	230,103
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	25	412			25	412	173	3,430			173	3,430
4	Chicago, Milwaukee & St. Paul Ry.	160	4,425	41	1,174	201	5,599	1,414	33,694	8,560	227,269	9,974	260,963
5	Chicago & North Western Ry.	19	500	205	4,329	224	4,829	430	9,275	16,419	433,843	16,849	443,118
6	Chicago, St. Paul, Minn. & O. Ry.			108	1,632	108	1,632	44	770	3,996	99,607	4,040	100,377
7	Chicago, Rock Island & Pacific Ry.	64	1,153			64	1,153	1,094	25,237			1,094	25,237
8	Great Northern Ry.			41	828	41	828	4	66	1,645	39,781	1,649	39,847
9	Illinois Central R. R.	13	261	79	1,728	92	1,989	258	4,814	9,400	250,818	9,658	255,632
10	Minneapolis & St. Louis R. R.	12	300	143	3,632	155	3,932	91	1,862	8,262	190,826	8,353	192,688
11	Mus., Burlington & Southern R. R.							60	1,414	721	18,702	781	20,116
12	Union Pacific R. R.	3	36			3	36	8	149			8	149
13	Wabash Railway	7	81	1,022	2,892	1,029	2,973	88	2,047	5,249	112,118	5,337	114,165
	Total	303	7,168	1,815	19,861	2,118	27,029	3,675	83,095	62,920	1,602,730	66,595	1,685,825
14	Atlantic Northern Ry.										861		861
15	Colfax Northern Ry.								510		600		1,110
16	Manchester & Oneida Ry.								15		775		790
17	Tabor & Northern Ry.										286		286
	Total 14 to 17								525		2,522		3,047
	Total Tons								83,620		1,605,252		1,688,872

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 25—MANUFACTURES AND MISCELLANEOUS

Number	Railway Companies	Refined Petroleum and Its Products						Vegetable Oils					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	11	240	31,238	917,274	31,249	917,514			232	6,211	232	6,211
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	29	446			29	446	7	118			7	118
4	Chicago, Milwaukee & St. Paul Ry	233	4,439	6,493	178,581	6,726	183,020	72	1,513	376	10,666	448	12,179
5	Chicago & North Western Ry	103	2,300	13,564	377,946	13,667	380,246	45	1,249	413	12,070	458	13,319
6	Chicago, St. Paul, Minn. & O. Ry	18	306	8,851	236,994	8,869	237,300			65	1,562	65	1,562
7	Chicago, Rock Island & Pacific Ry	460	11,111			460	11,111	136	2,949			136	2,949
8	Great Northern Ry	12	292	8,926	243,345	8,938	243,637			62	1,330	62	1,330
9	Illinois Central R. R.	70	1,020	3,007	81,885	3,077	82,905	26	626	245	6,924	271	7,550
10	Minneapolis & St. Louis R. R.	101	2,175	6,596	184,152	6,697	186,327	1	18	128	3,412	129	3,430
11	Mus., Burlington & Southern R. R.	9	232	126	3,464	135	3,696			1	25	1	25
12	Union Pacific R. R.	36	686			36	686						
13	Wabash Railway	9	176	1,624	44,652	1,633	44,828			220	5,940	220	5,940
	Total	1,091	23,423	80,425	2,268,293	81,516	2,291,718	287	6,473	1,742	48,140	2,029	54,613

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 26—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sugar, Syrup, Glucose and Molasses						Boats and Vessel Supplies					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			1,106	34,951	1,106	34,951			1	6	1	6
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	75	1,898			75	1,898						
4	Chicago, Milwaukee & St. Paul Ry	1,336	34,749	1,901	65,584	3,237	100,333	1	36			1	36
5	Chicago & North Western Ry	1,438	39,097	2,974	94,076	4,412	133,173	1	5	4	29	5	34
6	Chicago, St. Paul, Minn. & O. Ry	39	806	955	31,579	994	32,385			1	23	1	23
7	Chicago, Rock Island & Pacific Ry	1,570	38,997			1,570	38,997						
8	Great Northern Ry	4	103	1,302	41,290	1,306	41,393						
9	Illinois Central R. R.	497	16,609	1,557	51,225	2,054	67,834			29	721	29	721
10	Minneapolis & St. Louis R. R.	127	4,545	558	18,253	685	22,798			1	5	1	5
11	Mus., Burlington & Southern R. R.	15	469	14	562	29	1,031						
12	Union Pacific R. R.												
13	Wabash Railway	2	10	540	17,408	542	17,418						
	Total	5,103	137,283	10,907	354,928	16,010	492,211	2	41	36	784	38	825

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 27—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Iron, Pig and Bloom						Rails and Fastenings					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.			58	2,322	58	2,322			205	7,727	205	7,727
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	11	319			11	319	1	17			1	17
4	Chicago, Milwaukee & St. Paul Ry.	86	2,401	103	4,370	189	6,771	11	261	28	1,044	39	1,305
5	Chicago & North Western Ry.	11	243	114	4,433	125	4,676	7	106	564	24,544	571	24,650
6	Chicago, St. Paul, Minn. & O. Ry.	5	111	51	2,241	56	2,352			*1	*19	*1	*19
7	Chicago, Rock Island & Pacific Ry.							14	243			14	243
8	Great Northern Ry.			10	511	10	511						
9	Illinois Central R. R.	17	468	154	6,617	171	7,085	3	61	230	11,605	233	11,666
10	Minneapolis & St. Louis R. R.	1	44	182	8,259	183	8,303	18	423	14	474	32	897
11	Mus., Burlington & Southern R. R.									1	30	1	30
12	Union Pacific R. R.	2	39			2	39						
13	Wabash Railway			48	1,935	48	1,935	1	31	12	233	13	264
	Total	133	3,625	720	30,688	853	34,313	55	1,142	1,053	45,638	1,108	46,780

*Debit Item.

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 28—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Bar and Sheet Iron, Structural Iron and Pig Iron						Other Metals, Pig, Bar and Sheet					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	6	175	7,558	270,981	7,564	271,156			686	26,262	686	26,262
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	79	1,163			79	1,163	2	14			2	14
4	Chicago, Milwaukee & St. Paul Ry.	105	2,924	108	2,422	213	5,346	167	3,896	73	2,547	240	6,443
5	Chicago & North Western Ry.	107	2,348	2,999	94,782	3,106	97,130	14	311	619	24,291	633	24,602
6	Chicago, St. Paul, Minn. & O. Ry.	16	360	304	10,234	320	10,594			29	888	29	888
7	Chicago, Rock Island & Pacific Ry.	329	7,858			329	7,858	11	231			11	231
8	Great Northern Ry.	21	703	27	604	48	1,307			22	809	22	809
9	Illinois Central R. R.	190	3,166	1,025	29,885	1,215	33,051	16	265	366	13,517	382	13,782
10	Minneapolis & St. Louis R. R.	126	2,705	910	29,548	1,036	32,053			138	4,481	138	4,481
11	Mus., Burlington & Southern R. R.	7	137	26	724	33	861	1	10			1	10
12	Union Pacific R. R.												
13	Wabash Railway	7	159	427	11,623	434	11,782			320	11,172	320	11,172
	Total	993	21,698	13,384	450,803	14,377	472,501	211	4,727	2,253	83,967	2,464	88,694

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 29—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Castings, Machinery and Boilers						Cement					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	8	130	2,040	39,048	2,148	39,178			276	8,883	276	8,883
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	64	1,190			64	1,190	1,336	50,625			1,336	50,625
4	Chicago, Milwaukee & St. Paul Ry	383	6,601	164	3,392	547	9,993	5,865	222,027	673	24,372	6,538	246,399
5	Chicago & North Western Ry	213	3,738	2,059	38,017	2,272	41,755	4,491	163,682	2,036	72,619	6,527	236,301
6	Chicago, St. Paul, Minn. & O. Ry	16	233	100	1,899	116	2,132	22	580	803	29,288	825	29,868
7	Chicago, Rock Island & Pacific Ry	718	11,456			718	11,456	3,007	107,467			3,007	107,467
8	Great Northern Ry	7	144	51	1,144	58	1,288	7	232	94	3,576	101	3,808
9	Illinois Central R. R.	190	2,860	616	11,566	806	14,426	59	1,445	1,301	49,775	1,360	51,220
10	Minneapolis & St. Louis R. R.	74	1,170	474	7,661	548	8,831	4,424	163,774	405	14,872	4,829	178,646
11	Mus., Burlington & Southern R. R.	13	173	13	231	26	404	1	12	163	6,611	164	6,623
12	Union Pacific R. R.												
13	Wabash Railway	9	141	142	2,631	151	2,772	64	1,806	1,140	41,272	1,204	43,078
	Total	1,695	27,836	5,659	105,589	7,354	133,425	19,276	711,630	6,891	251,268	26,167	962,918

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 30—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Brick and Artificial Stone						Lime and Plaster					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			571	18,608	571	18,608			286	9,021	286	9,021
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	384	10,818			384	10,818	792	22,439			792	22,439
4	Chicago, Milwaukee & St. Paul Ry	4,244	118,057	778	20,937	5,022	138,994	288	5,790	1,388	37,263	1,676	43,053
5	Chicago & North Western Ry	2,026	64,052	1,332	41,988	3,358	106,040	237	6,796	2,781	79,021	3,018	85,817
6	Chicago, St. Paul, Minn. & O. Ry	228	8,150	228	7,498	456	15,646	2	59	125	2,936	127	2,995
7	Chicago, Rock Island & Pacific Ry	1,249	35,884			1,249	35,884	191	4,488			191	4,488
8	Great Northern Ry	44	1,356	23	554	67	1,910	4	55	38	925	42	980
9	Illinois Central R. R.	524	14,602	618	20,352	1,142	34,954	2,386	59,972	151	3,671	2,537	63,643
10	Minneapolis & St. Louis R. R.	246	6,209	859	29,045	1,105	35,254	1,859	50,072	1,026	30,423	2,885	80,495
11	Mus., Burlington & Southern R. R.			52	1,911	52	1,911	3	63	51	851	54	914
12	Union Pacific R. R.												
13	Wabash Railway	105	2,875	1,039	35,237	1,144	38,112			277	6,570	277	6,570
	Total	9,050	262,003	5,500	176,128	14,550	438,131	5,762	149,734	6,123	170,681	11,885	320,415

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 21—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Sewer Pipe and Drain Tile						Agricultural Implements and Vehicles Other Than Automobiles					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1	29	34	760	35	789	27	466	1,373	19,257	1,400	19,723
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	1,175	20,551			1,175	20,551	150	1,915			150	1,915
4	Chicago, Milwaukee & St. Paul Ry.	2,647	54,890	735	13,683	3,382	68,573	539	7,776	144	1,621	683	9,397
5	Chicago & North Western Ry.	2,348	43,992	1,703	34,423	4,051	78,415	328	4,378	2,123	29,767	2,451	34,145
6	Chicago, St. Paul, Minn. & O. Ry.	17	470	61	1,526	78	1,996	48	550	179	2,382	227	2,932
7	Chicago, Rock Island & Pacific Ry.	2,695	54,220			2,695	54,220	639	9,125			639	9,125
8	Great Northern Ry.	5	129	2	54	7	183	8	100	96	1,379	104	1,485
9	Illinois Central R. R.	1,204	21,714	519	9,560	1,723	31,274	131	1,595	756	11,629	887	13,224
10	Minneapolis & St. Louis R. R.	2,414	45,409	579	10,200	2,993	55,609	95	1,319	503	6,925	598	8,244
11	Mus., Burlington & Southern R. R.			7	187	7	187	2	18	5	72	7	90
12	Union Pacific R. R.							33	434			33	434
13	Wabash Railway	20	457	286	4,485	286	4,942	156	2,182	152	2,038	308	4,220
	Total	12,536	241,882	3,906	74,908	16,432	316,830	2,186	29,861	5,331	75,070	7,517	104,931

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 22—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Automobiles and Auto-trucks						Household Goods and Second-hand Furniture					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	1	6	10,926	97,839	10,927	97,845	9	87	605	6,523	614	6,610
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	547	3,218			547	3,218	207	2,121			207	2,121
4	Chicago, Milwaukee & St. Paul Ry.	1,882	21,025	380	2,800	2,262	23,825	454	5,695	118	1,354	572	6,200
5	Chicago & North Western Ry.	605	4,078	10,194	73,400	10,799	77,478	1,080	11,136	1,534	16,507	2,614	27,643
6	Chicago, St. Paul, Minn. & O. Ry.	6	55	299	1,800	305	1,855	88	929	303	3,509	391	4,538
7	Chicago, Rock Island & Pacific Ry.	2,080	14,158			2,080	14,158	1,656	16,922			1,656	16,922
8	Great Northern Ry.	30	903	1,027	8,982	1,030	9,005	55	623	158	1,086	213	2,009
9	Illinois Central R. R.	3	23	3,492	31,825	3,495	31,825	393	3,709	337	3,702	730	7,411
10	Minneapolis & St. Louis R. R.	549	3,151	2,368	33,720	2,908	36,871	465	4,896	398	4,119	863	9,015
11	Mus., Burlington & Southern R. R.	12	64	59	607	71	671	14	132	14	140	28	272
12	Union Pacific R. R.							5	50			5	50
13	Wabash Railway	1,088	6,284	2,418	32,728	3,506	39,012	73	738	157	1,566	230	2,304
	Total	6,802	52,362	31,233	283,211	38,126	335,563	4,469	46,390	3,644	39,496	8,113	85,885

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 33—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Furniture (New)						Beverages					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	27	160	1,071	11,377	1,098	11,537			173	3,448	173	3,448
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	35	369			35	369	1	16			1	16
4	Chicago, Milwaukee & St. Paul Ry.	736	7,327	360	3,749	1,096	11,076	22	349	98	2,166	120	2,515
5	Chicago & North Western Ry.	75	787	2,112	24,041	2,187	24,828	19	367	388	7,641	407	8,008
6	Chicago, St. Paul, Minn. & O. Ry.			26	221	26	221	3	29	158	2,679	161	2,708
7	Chicago, Rock Island & Pacific Ry.	637	5,867			637	5,867	1	16			1	16
8	Great Northern Ry.			54	580	54	580	1	19	32	525	33	544
9	Illinois Central R. R.	16	203	385	3,764	401	3,967	9	106	78	1,599	87	1,705
10	Minneapolis & St. Louis R. R.	3	44	120	1,084	123	1,128	6	114	196	3,255	202	3,369
11	Mus., Burlington & Southern R. R.	40	366	17	147	57	513	2	29	15	228	17	257
12	Union Pacific R. R.												
13	Wabash Railway	3	30	112	1,089	115	1,119			257	4,180	257	4,180
	Total	1,572	15,153	4,257	46,052	5,829	61,205	64	1,045	1,395	25,721	1,459	26,766

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 34—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Ice						Fertilizers—(All Kinds)					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry.	36	992	4	54	40	1,046			135	3,673	135	3,673
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	22	631			22	631	39	620			39	620
4	Chicago, Milwaukee & St. Paul Ry.	437	13,183	6	191	443	13,374	224	3,861	32	548	256	4,409
5	Chicago & North Western Ry.	550	18,000	75	2,616	625	20,616	50	883	185	4,186	235	5,069
6	Chicago, St. Paul, Minn. & O. Ry.	7	269	90	3,064	97	3,333	16	249	32	560	48	809
7	Chicago, Rock Island & Pacific Ry.	367	9,914			367	9,914	331	6,103			331	6,103
8	Great Northern Ry.			10	374	10	374	10	176	7	133	17	309
9	Illinois Central R. R.	223	7,213	16	488	239	7,701	159	2,956	278	5,899	437	8,855
10	Minneapolis & St. Louis R. R.	41	1,110	205	6,572	246	7,682	38	584	176	3,161	214	3,745
11	Mus., Burlington & Southern R. R.	2	53			2	53	8	161	13	197	21	358
12	Union Pacific R. R.	13	368			13	368						
13	Wabash Railway	28	618	7	175	35	793	12	215	86	2,009	98	2,224
	Total	1,726	52,351	413	13,534	2,139	65,885	887	15,808	944	20,366	1,831	36,174

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 35—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Paper, Printed Matter and Books						Chemicals and Explosives					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	1	18	363	8,956	364	8,974	5	142	1,095	30,183	1,100	30,325
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	4	96			4	96	8	169			8	169
4	Chicago, Milwaukee & St. Paul Ry	7	188	6	146	13	334	4	81	42	1,002	46	1,083
5	Chicago & North Western Ry	3	48	559	13,361	562	13,409	23	535	928	25,831	951	26,366
6	Chicago, St. Paul, Minn. & O. Ry			183	4,797	183	4,797	1	12	205	5,960	206	5,972
7	Chicago, Rock Island & Pacific Ry	7	147			7	147	90	1,494			90	1,494
8	Great Northern Ry	6	149	711	19,575	717	19,724	3	73	64	2,099	67	2,172
9	Illinois Central R. R.	33	629	312	7,322	345	7,951	6	136	317	9,226	323	9,362
10	Minneapolis & St. Louis R. R.			892	22,847	892	22,847	14	206	241	7,029	255	7,235
11	Mus., Burlington & Southern R. R.	2	47	7	175	9	222	4	94	12	265	16	359
12	Union Pacific R. R.							11	256			11	256
13	Wabash Railway			294	7,370	294	7,370	14	329	214	5,509	228	5,838
	Total	63	1,322	3,327	84,549	3,390	85,871	183	3,527	3,118	87,104	3,301	90,631

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 36—MANUFACTURES AND MISCELLANEOUS—Continued

Number	Railway Companies	Textiles						Canned Goods (All canned fruit products)					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry			49	899	49	899			1,069	28,479	1,069	28,479
2	Chicago, Burlington & Quincy R. R.					3	38	189	4,675			189	4,675
3	Chicago Great Western R. R.	3	38			49	890	368	7,921	488	15,318	856	23,239
4	Chicago, Milwaukee & St. Paul Ry	2	59	47	831	111	2,293	213	4,626	1,698	44,213	1,911	48,839
5	Chicago & North Western Ry	10	298	101	1,995	5	74	15	327	263	6,580	278	6,907
6	Chicago, St. Paul, Minn. & O. Ry			5	74	4	40	768	17,066			768	17,066
7	Chicago, Rock Island & Pacific Ry	4	40			1	19	4	89	83	2,470	87	2,559
8	Great Northern Ry	1	19			233	5,074	213	4,668	479	13,905	692	18,573
9	Illinois Central R. R.	26	533	207	4,541	242	4,877	461	10,186	430	11,208	891	21,394
10	Minneapolis & St. Louis R. R.			242	4,877			94	1,861	13	277	107	2,138
11	Mus., Burlington & Southern R. R.												
12	Union Pacific R. R.			137	2,339	137	2,339	4	80	347	8,209	351	8,289
13	Wabash Railway												
	Total	46	987	788	15,556	834	16,543	2,329	51,499	4,870	130,659	7,199	182,158

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 37—MANUFACTURES AND MISCELLANEOUS—Concluded—AND TOTAL

Number	Railway Companies	Other Manufactures and Miscellaneous						Total Manufactures and Miscellaneous					
		Originating on Road		All Other Revenue Freight Carried		Total		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Ry	370	8,662	11,706	234,855	12,076	243,517	502	11,107	72,870	1,787,597	73,372	1,798,704
2	Chicago, Burlington & Quincy R. R.												
3	Chicago Great Western R. R.	1,423	23,941			1,423	23,941	6,613	147,407			6,613	147,407
4	Chicago, Milwaukee & St. Paul Ry	5,872	112,824	2,697	57,558	8,569	170,382	25,985	637,214	17,238	452,145	43,223	1,089,359
5	Chicago & North Western Ry	2,992	53,600	16,877	324,815	19,869	378,415	17,079	426,655	67,936	1,466,612	85,015	1,893,267
6	Chicago, St. Paul, Minn. & O. Ry	174	3,107	3,435	79,172	3,609	82,279	721	16,602	16,750	437,535	17,471	454,137
7	Chicago, Rock Island & Pacific Ry	6,698	117,220			6,698	117,220	23,658	472,996			23,658	472,996
8	Great Northern Ry	49	836	863	17,880	912	18,716	244	5,127	13,662	350,125	13,906	355,252
9	Illinois Central R. R.	2,309	38,029	6,515	127,563	8,824	165,592	8,709	182,872	23,010	518,276	31,719	701,148
10	Minneapolis & St. Louis R. R.	2,473	57,934	5,874	109,226	8,347	167,160	13,527	356,079	23,515	554,898	37,042	910,977
11	Mus., Burlington & Southern R. R.	360	5,899	248	6,721	608	12,620	589	9,820	857	23,425	1,446	33,245
12	Union Pacific R. R.	122	3,862			122	3,862	222	5,695			222	5,695
13	Wabash Railway	255	5,281	3,289	61,766	3,544	67,047	1,850	21,412	13,585	312,136	15,435	333,548
	Total	23,097	431,195	51,504	1,019,556	74,601	1,450,751	99,699	2,292,986	249,423	5,902,749	349,122	8,195,735
14	Atlantic Northern Ry								95		1,693		1,788
15	Colfax Northern Ry								425		20		445
16	Manchester & Oneida Ry								266		11,334		11,600
17	Tabor & Northern Ry								50		2,239		2,289
	Total 14 to 17								836		15,286		16,122
	Total Tons								2,293,822		5,918,035		8,211,857

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 38—GRAND TOTAL CARLOAD TRAFFIC

Number	Railway Companies	Grand Total Carload Traffic					
		Originating on Road		All Other Revenue Freight Carried		Total	
		Carloads	Tons	Carloads	Tons	Carloads	Tons
1	Atchison, Topeka & Santa Fe Railway	700	14,701	179,212	3,860,473	179,912	3,875,174
2	Chicago, Burlington & Quincy Railroad	19,562	439,216			19,562	439,216
3	Chicago Great Western Railroad	147,374	3,610,119	58,859	1,346,697	206,233	4,956,816
4	Chicago, Milwaukee & St. Paul Railway	131,893	3,416,877	226,875	5,771,163	358,768	9,188,040
5	Chicago & North Western Railway	8,618	165,008	52,682	1,213,828	61,300	1,378,836
6	Chicago, St. Paul, Minneapolis & Omaha Railway	158,262	3,799,555			158,262	3,799,555
7	Chicago, Rock Island & Pacific Railway	7,229	185,061	27,840	740,464	35,069	925,525
8	Great Northern Railway	66,433	1,517,560	114,585	2,858,312	181,018	4,375,872
9	Illinois Central Railroad	49,312	1,319,913	86,325	2,541,064	135,637	3,860,977
10	Minneapolis & St. Louis Railroad	2,173	59,430	3,200	105,903	5,373	165,333
11	Muscatine, Burlington & Southern Railroad	5,739	221,125			5,739	221,125
12	Union Pacific Railroad	14,222	447,056	49,022	1,263,212	63,245	1,710,268
13	Wabash Railway						
	Total	611,509	15,195,621	798,600	19,701,116	1,410,109	34,896,737

TABLE 11A—REVENUE FREIGHT CARRIED DURING THE YEAR—CARLOADS AND TONS OF 2000 LBS.—WITHIN THE STATE

PART 39—MERCHANDISE—L. C. L. FREIGHT—TONS—AND GRAND TOTAL TONS, CARLOAD AND L. C. L. TRAFFIC

Number	Railway Companies	Merchandise—L. C. L. Freight			Grand Total Carload and L. C. L. Traffic		
		Tons			Tons		
		Originating on road	All other revenue freight carried	Total	Originating on road	All other revenue freight carried	Total
1	Atchison, Topeka & Santa Fe Railway	2,771	313,655	316,426	17,472	4,174,128	4,191,600
2	Chicago, Burlington & Quincy Railroad	------	------	------	------	------	------
3	Chicago Great Western Railroad	35,664	------	35,664	474,880	------	474,880
4	Chicago, Milwaukee & St. Paul Railway	247,368	29,676	277,044	3,857,487	1,376,373	5,233,860
5	Chicago & North Western Railway	179,601	195,839	375,440	3,596,478	5,967,002	5,563,480
6	Chicago, St. Paul, Minneapolis & Omaha Railway	36,236	35,998	72,234	201,244	1,249,826	1,451,070
7	Chicago, Rock Island & Pacific Railway	262,848	------	262,848	4,062,403	------	4,062,403
8	Great Northern Railway	10,406	22,309	32,715	195,467	762,773	958,240
9	Illinois Central Railroad	102,716	87,555	190,271	1,620,276	2,945,867	4,566,143
10	Minneapolis & St. Louis Railroad	63,013	56,913	119,926	1,382,926	* 2,597,977	3,980,903
11	Muscatine, Burlington & Southern Railroad	6,964	1,689	8,653	66,394	107,592	173,986
12	Union Pacific Railroad	2,964	------	2,964	224,089	------	224,089
13	Wabash Railway	11,909	42,448	54,357	458,965	1,305,660	1,764,625
	Total	962,460	786,082	1,748,542	16,158,081	20,487,198	36,645,279
14	Atlantic Northern	754	1,290	2,044	15,093	12,623	27,716
15	Colfax Northern	20	------	20	69,228	1,370	70,598
16	Manchester & Oneida	506	1,768	2,274	3,359	27,412	30,771
17	Tabor & Northern	121	962	1,083	11,966	7,628	19,584
	Total 14 to 17	1,401	4,020	5,421	99,636	49,033	148,669
	Total Tons	963,861	790,102	1,753,963	16,257,717	20,536,231	36,793,948

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT

PART 1—LOCOMOTIVES AND FREIGHT TRAIN CARS.

Number	Railway Companies	Steam Locomotives								Freight Train Cars								
		No. of Units			Units Available for Service at Close of Year					Number of Units			Units Available for Service at Close of Year					
		Available for service at beginning of year	Installed during year	Retired from service during year	Total number	No. fully owned	Number held under equipment trust	Number under lease from a railway company	Number held under other forms of titles	Available for service at beginning of year	Installed during year	Retired from service during year	Box cars	Flat cars	Stock cars	Coal cars	Tank cars	Refrigerator cars
1	Atch., Topeka & Santa Fe Ry	1,884	------	54	1,830	1,018	------	21	791	72,704	2,597	1,855	31,575	2,003	7,485	13,844	3,286	13,971
2	Atlantic Northern Railway	1	------	------	1	1	------	------	------	2	------	------	------	2	------	------	------	------
3	Chi., Burlington & Quincy R. R.	1,915	40	26	1,929	1,884	45	------	------	67,054	5,888	1,577	20,895	1,430	6,502	28,024	337	3,256
4	Chicago Great Western R. R.	272	3	------	275	241	15	19	------	9,615	707	1,350	6,101	447	602	1,091	------	520
5	Mason City & Ft. Dodge R. R.	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
6	Chi., Mil. & St. Paul Railway	2,076	59	35	2,100	1,805	125	70	100	67,442	6,286	4,014	38,543	5,429	4,861	14,173	------	1,647
7	Chi. & North Western Railway	2,065	------	27	2,038	1,686	352	------	------	69,051	------	3,080	35,094	3,012	3,369	15,194	------	2,289
8	Chi., St. P., Minn. & O. Ry.	410	------	14	396	363	33	------	------	13,185	100	483	8,947	816	433	1,975	------	454
9	Chi., Rock Island & Pacific Ry.	1,583	11	39	1,555	526	301	207	521	46,824	219	326	32,003	1,716	4,142	6,618	------	1,520
10	St. P. & K. C. S. L. R. R.	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
11	Colfax Northern Railway	2	------	------	2	------	------	2	------	5	------	------	1	3	------	------	------	------
12	Thos. W. Griggs R. R. Prop.	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
13	Colfax Consolidated Coal	------	------	------	------	------	------	------	------	82	------	8	10	24	------	39	------	------
14	Dav., Rock Island & N. W. Ry.	9	------	------	9	9	------	------	------	------	------	------	------	------	------	------	------	------
15	Great Northern Railway	1,427	13	17	1,423	1,408	4	9	2	55,261	1,537	698	32,793	3,723	1,881	2,350	------	5,562
16	Illinois Central Railroad	1,601	10	19	1,592	1,090	430	72	------	68,937	5,435	8,488	25,034	2,601	1,772	29,711	10	5,865
17	Dubuque & Sioux City R. R.	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
18	Manchester & Oneida Railway	2	------	------	2	2	------	------	------	------	------	------	------	------	------	------	------	------
19	Minneapolis & St. Louis R. R.	224	------	3	221	174	47	------	------	8,641	3	223	5,766	88	388	1,892	------	100
20	Mus., Burlington & S'n R. R.	6	1	------	7	6	------	1	------	14	------	1	5	1	------	1	------	------
21	Tabor & Northern Railway	1	------	------	1	1	------	------	------	------	------	------	------	------	------	------	------	------
22	Union Pacific Railroad	995	59	53	941	852	78	11	------	24,876	4,501	225	15,991	1,293	2,827	6,215	109	------
23	Wabash Railway	629	------	10	619	539	20	------	60	20,631	682	1,296	12,123	508	1,245	5,829	------	------
	Total	15,042	196	297	14,941	11,605	1,450	412	1,474	524,324	27,955	23,624	274,881	23,186	35,657	126,956	3,742	35,184

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT

PART 2—FREIGHT TRAIN CARS—Continued.

Number	Railway Companies	Units Available for Service at Close of Year													
					Number				Steel Cars		Steel Underframe Cars		Cars of Other Construction	
		Caboose cars	Other freight train cars	Total freight train cars	Fully owned	Held under equipment trust	Under lease from a railway company	Held under other forms of title	Number	Aggregate capacity—tons	Number	Aggregate capacity—tons	Number	Aggregate capacity—tons
1	Atch., Topeka & Santa Fe Ry	883	399	73,446	27,170	2,705	778	42,793			38,336	1,557,023	35,110	1,126,442
2	Atlantic Northern Railway			2	2								2	40
3	Chi., Burlington & Quincy R. R.	776	85	71,365	69,866	1,499			22,794	1,138,630	13,372	545,820		
4	Chicago Great Western R. R.	121		8,972	7,953		1,018	1	906	45,300	2,553	102,120	5,513	165,010
5	Mason City & Ft. Dodge R. R.													
6	Chi., Mil. & St. Paul Railway	990	4,034	69,677	53,127	9,732	6,472	346	1,447	71,930	36,687	1,548,915	31,543	1,170,103
7	Chi. & North Western Railway	952	6,061	65,971	48,396	17,575			4,964	248,200	30,278	1,323,580	30,729	1,088,155
8	Chi., St. P., Minn. & O. Ry	177		12,802	11,278	1,524					5,300	222,210	7,502	251,769
9	Chi., Rock Island & Pacific Ry	718		46,717	12,894	15,815	7,619	10,389	1,620	81,000	24,877	1,015,630	20,220	657,465
10	St. P. & K. C. S. L. R. R.													
11	Colfax Northern Railway		1	5			5						4	105
12	Thos. W. Griggs R. R. Prop.													
13	Colfax Consolidated Coal													
14	Dav., Rock Island & N. W. Ry	1		74	74				53	2,530			21	600
15	Great Northern Railway	653	9,138	56,100	53,823	1,994	32	251	7,700	405,055	4,025	169,985	44,375	1,591,408
16	Illinois Central Railroad	801		65,884	44,427	14,966	5,786	705	9,645	482,150	27,158	1,142,610	29,081	1,129,810
17	Dubuque & Sioux City R. R.													
18	Manchester & Oneida Railway													
19	Minneapolis & St. Louis R. R.	113	74	8,421	5,888	2,533			101	5,050	1,175	46,000	7,032	243,505
20	Mus., Burlington & S'n R. R.	1	5	13	13								13	350
21	Tabor & Northern Railway													
22	Union Pacific Railroad	455	2,262	29,152	22,604	6,542	6		8,205	399,400	20,412	969,840	535	6,505
23	Wabash Railway	312		20,017	14,994	4,243		780	1,850	91,920	10,498	456,450	7,357	256,550
	Total	6,953	22,059	528,618	372,500	79,128	21,716	55,265	59,285	2,971,165	214,671	9,100,183	219,037	6,687,817

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT

PART 3—PASSENGER TRAIN CARS.

Number	Railway Companies	No. of Units			Units Available for Service at Close of Year																			
															Number									
		Available for service at beginning of year	Installed during year	Retired from service during year	Coaches	Combination passenger cars	Other combination cars	Dining cars	Parlor cars	Sleeping cars	Baggage and express cars	Postal cars	Other passenger train cars	Total passenger train cars	Fully owned	Held under equipment trust	Under lease from a railway company	Held under other forms of title	Of cars of steel construction	Of cars with steel underframe	Of cars of wood construction	Total seating construction capacity	Average seating capacity
1	Atch., Topeka & Santa Fe Ry	1,520	12	28	852	52	114	50	19		345	72		1,504	639		14	851	299	533	672	65,979	64
2	Atlantic Northern Railway	1				1								1	1								
3	Chi., Burlington & Quincy R. R.	1,299	103	9	715	148	113	54	14		257	64	28	1,393	1,393				222	187	984	53,775	58
4	Chicago Great Western R. R.	303	6		79	19	13	6	14	31	44	3		209	166		12	31	66	24	119	8,323	56
5	Mason City & Ft. Dodge R. R.																						
6	Chi., Mil. & St. Paul Railway	1,679	1	8	694	138	137	56	21	236	351	40	4	1,677	1,604		73		455	177	1,045	63,818	56
7	Chi. & North Western Railway	2,066	50	14	1,114	188	106	35	65		321	38	235	2,102	1,916	186			736	203	1,163	81,041	51
8	Chi., St. P., Minn. & O. Ry	337	3	3	184	33	28	7	12		64	9		337	337				104	10	223	12,570	50
9	Chi., Rock Island & Pacific Ry	1,110	5	15	613	110	108	35	4		189	41		1,100	510	274	113	203	360	33	707	47,456	62
10	St. P. & K. C. S. L. R. R.																						
11	Colfax Northern Railway	6			5	1								6			6						
12	Thos. W. Griggs R. R. Prop.																						
13	Colfax Consolidated Coal																						
14	Dav., Rock Island & N. W. Ry																						
15	Great Northern Railway	1,173	9	20	405	52	106	42	26	168	333	28	1	1,162	1,155		3	4	110	67	985	41,795	60
16	Illinois Central Railroad	1,617	1	12	803	55	91	37	14	4	222	41	339	1,606	1,107	499			530	366	720	56,010	61
17	Dubuque & Sioux City R. R.																						
18	Manchester & Oneida Railway	1				1								1	1								
19	Minneapolis & St. Louis R. R.	135	1	1	68	13					35	2	17	135	135				2	22	111	4,594	56
20	Mus., Burlington & S'n R. R.	6			1	2							3	6	6				2	1	3	121	55
21	Tabor & Northern Railway	2			1						1			2	2								
22	Union Pacific Railroad	665	49	14	278	50	44	66	2		190	49	21	700	579	120	1		409	17	274	29,441	52
23	Wabash Railway	401		7	191	55	17	16	7		80	28		394	357			37	49	20	325	15,325	57
	Total	12,221	240	131	6,003	919	877	404	198	439	2,432	415	648	12,335	9,908	1,079	222	1,126	3,334	1,660	7,331	471,248	

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT

PART 4—COMPANY SERVICE EQUIPMENT.

Number	Railway Companies	Number of Units			Units Available for Service at Close of Year											All Classes of Cars in Service		
												Number						
		Available for service at beginning of year	Installed during year	Retired from service during year	Officers' and pay cars	Ballast cars	Derrick cars	Steam shovels	Wrecking cars	Other company service cars	Total company service cars	Fully owned	Held under equipment trust	Held under lease from a railway company	Held under other forms of title	Available for service at beginning of year	Installed during year	Retired from service during year
1	Atch., Topeka & Santa Fe Ry	3,993	519	114	39	209	43	16	2	4,089	4,389	4,061		126	202	78,217	3,119	1,997
2	Atlantic Northern Railway																	
3	Chi., Burlington & Quincy R. R.	4,868	80	162	31	1,943	27	18	19	2,748	4,786	4,786				73,221	6,071	1,748
4	Chicago Great Western R. R.	461	82	39	5	25	8	3	2	461	504	463		41		10,279	795	1,389
5	Mason City & Ft. Dodge R. R.																	
6	Chi., Mil. & St. Paul Railway	2,916	1,809	175	27	9	57	23		4,598	4,714	4,567		147		72,037	8,096	4,197
7	Chi. & North Western Railway	3,421	78	170	22	1,290	24	21	23	1,949	3,329	3,329				74,538	128	3,264
8	Chi., St. P., Minn. & O. Ry	384	331	13	2	114		4	33	549	702	702				13,906	434	499
9	Chi., Rock Island & Pacific Ry	3,826	7	25	25	2,488	35	8	118	1,134	3,808	1,285	795	102	1,626	51,760	231	366
10	St. P. & K. C. S. L. R. R.																	
11	Colfax Northern Railway															11		
12	Thos. W. Griggs R. R. Prop.																	
13	Colfax Consolidated Coal																	
14	Dav., Rock Island & N. W. Ry																	
15	Great Northern Railway	4,591	19	84	30	2,073	48	19	54	2,302	4,526	4,524		2		61,025	1,565	802
16	Illinois Central Railroad	2,443	29	92	17	239	10	6	15	2,093	2,380	2,380				72,997	5,465	8,502
17	Dubuque & Sioux City R. R.																	
18	Manchester & Oneida Railway																	
19	Minneapolis & St. Louis R. R.	361	8	62	3	42	7	1		254	307	307				9,137	12	286
20	Mus., Burlington & S'n R. R.	1								1	1	1				21		1
21	Tabor & Northern Railway																	
22	Union Pacific Railroad	2,372	60	95	18	166	2	4	18	2,129	2,337	2,329	7	1		27,913	4,610	334
23	Wabash Railway	751	57	46	5	97	14	2	73	570	762	769			3	21,783	739	1,349
	Total	30,588	3,070	1,077	224	8,686	275	126	357	22,877	32,545	29,403	802	419	1,831	566,845	31,265	24,824

TABLE 12—CLASSIFICATION OF RESPONDENT'S LOCOMOTIVE, CAR AND FLOATING EQUIPMENT

PART 5—COMPANY SERVICE EQUIPMENT—Continued—AND FLOATING EQUIPMENT AND EQUIPMENT OWNED OR LEASED, NOT IN SERVICE OF RESPONDENT

Number	Railway Companies	All Classes of Cars in Service—Cont.					Floating Equipment					Equipment Owned or Leased, Not in Service of Respondent					
			Units Available for Service at Close of Year				Units Available for Service at Close of Year						Cars				
			Number														
		Total number	Fully owned	Held under equipment trust	Under lease from a railway company	Held under other forms of title	Steamboats and tug boats	Barges and car floats and canal boats	Other floating equipment	Total floating equipment	Number fully owned	Locomotives	Passenger train	Freight train	Company service	Total	Floating equipment
1	Atch., Topeka & Santa Fe Ry	79,339	31,870	2,705	918	43,846	6	4		10	10	136				136	
2	Atlantic Northern Railway																
3	Chi., Burlington & Quincy R. R.	77,544	76,045	1,499						14	14						
4	Chicago Great Western R. R.	9,685	8,582		1,071	32											
5	Mason City & Ft. Dodge R. R.																
6	Chi., Mil. & St. Paul Railway	76,068	59,298	9,732	6,692	346	1	8		9	9	2					
7	Chi. & North Western Railway	71,402	53,641	17,761													
8	Chi., St. P., Minn. & O. Ry	13,841	12,317	1,524													
9	Chi., Rock Island & Pacific Ry	51,625	14,689	16,884	7,834	12,218											
10	St. P. & K. C. S. L. R. R.																
11	Colfax Northern Railway	11			11												
12	Thos. W. Griggs R. R. Prop.																
13	Colfax Consolidated Coal																
14	Dav., Rock Island & N. W. Ry																
15	Great Northern Railway	61,788	59,502	1,994	37	255											
16	Illinois Central Railroad	69,870	47,914	15,465	5,786	705	2	9	7	18	18	10					
17	Dubuque & Sioux City R. R.																
18	Manchester & Oneida Railway																
19	Minneapolis & St. Louis R. R.	8,863	6,330	2,533								5				5	
20	Mus., Burlington & S'n R. R.	20	20														
21	Tabor & Northern Railway																
22	Union Pacific Railroad	32,189	25,512	6,669	8							82	6			6	
23	Wabash Railway	21,173	16,110	4,243		820	3			3	3						
	Total	573,418	411,830	81,009	22,357	58,222	12	21	7	54	54	235	6			147	

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE

PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK AND ALL TRACKS.

Number	Railway Companies	Mileage Operated—Single Track: Line Owned: Main Line	Line Owned: Branches lines	Line: Of proprietary companies	Line: Operated under lease	Line: Operated under contract	Line: Operated under trackage rights	Total mileage operated—single track	Mileage Operated—All Tracks: Miles of: First main track	Second main track	Third main track	Fourth main track	All other main track	Industrial tracks	Yard track and sidings, Etc.	Total mileage operated—all tracks	Changes during year—all tracks
	Railway Companies																
1	A. T. & S. F. Ry.	4,553.67	2,557.66	.....	1,565.20	.....	188.35	8,864.88	8,864.88	1,245.88	27.71	6.44	.....	711.72	3,125.97	13,982.6	60.89
2	Atlantic Northern Ry.	17.07	.....	.....	.....	.....	.....	17.07	17.07	.....	.....	.....	.....	.....	1.68	18.7	.....
3	C., B. & Q. R. R.	4,510.63	4,460.80	68.98	29.64	.....	323.55	9,393.69	9,393.69	1,115.64	44.65	5.41	.....	706.95	2,859.95	14,126.2	234.39
4	C. G. W. R. R.	929.19	105.71	.....	.....	375.23	85.93	1,496.06	1,496.06	106.23	11.24	11.24	.....	24.58	569.42	2,218.77	*.74
5	M. C. & F. D. R.R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	C., M. & St. P. Ry.	6,332.76	3,869.04	.....	361.35	.....	462.02	11,025.17	11,025.17	1,187.46	25.39	17.37	.....	843.65	2,992.14	16,091.18	*8.26
7	C. & N. W. Ry.	3,364.78	4,964.08	.....	.....	.....	74.96	8,403.82	8,403.82	923.15	104.49	95.36	.....	871.93	2,874.33	13,273.08	43.28
8	C., S. P., M. & O.	1,676.81	.....	.....	.....	.....	72.38	1,749.19	1,749.19	193.69	16.64	12.77	.....	87.00	577.11	2,636.40	9.62
9	C., R. I. & P. Ry.	3,328.81	2,000.87	14.95	1,677.79	152.82	459.89	7,635.13	7,635.13	456.65	10.51	.40	.....	325.05	2,022.84	10,450.58	*6.76
10	S. P. & K. C. S. L.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.91	8.81	*.24
11	Colfax Northern Ry.	.....	.....	.....	6.90	.....	.....	6.90	6.90	.....	.....	.....	.....	.....	.....	.....	.....
12	T. W. Griggs R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	C. C. C. Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	D., R. I. & N. W. Ry	41.68	5.08	.....	.....	.....	2.24	49.00	49.00	1.06	.....	.....	.....	19.15	25.52	94.73	.17
15	Great Northern Ry.	3,701.79	3,415.74	648.26	104.39	.....	385.38	8,255.56	8,255.56	575.15	18.29	14.35	.....	344.33	2,458.76	11,666.44	167.30
16	Illinois Central R. R.	2,266.08	.....	21.97	1,419.18	866.89	210.52	4,784.64	4,784.64	812.25	61.54	29.93	155.67	409.41	2,041.62	8,295.06	96.84
17	D. & S. C. R. R.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Man. & Oneida Ry.	8.03	.....	.....	.....	.....	.12	8.15	8.15	.....	.....	.....	.....	.....	.75	8.90	.....
19	M. & St. L. R. R.	1,371.44	164.86	.....	.05	.....	113.55	1,649.90	1,649.90	27.12	.....	.....	.....	86.75	338.14	2,101.91	.10
20	M., B. & S. Ry.	47.77	.....	.....	.....	.....	6.00	53.77	53.77	.....	.....	.....	.....	.....	7.60	61.37	.....
21	Tabor & North'n Ry.	8.79	.....	.....	.....	.....	1.96	10.75	10.75	.....	.....	.....	.....	.....	1.00	11.75	.....
22	Union Pacific R. R.	1,935.58	1,704.98	.....	.....	53.04	14.94	3,708.54	3,708.54	1,013.19	2.20	2.16	.....	317.21	1,204.05	6,247.35	72.23
23	Wabash Ry.	1,839.52	105.56	88.83	9.07	.....	429.98	2,472.96	2,472.96	511.79	13.38	.....	.....	109.80	1,082.79	4,190.72	*1.02
	Total, 1922	35,934.40	23,354.47	842.99	5,173.57	1,447.98	2,831.77	69,585.18	69,585.18	8,169.26	336.04	195.43	155.67	4,857.53	22,185.58	105,484.69	667.80
	Mileage, 1921	35,998.46	23,289.00	830.14	5,083.01	1,447.81	2,844.45	69,492.96	69,492.96	8,105.10	328.54	192.57	158.59	2,056.97	24,482.16	104,816.89	1,069.57
	Increase or decrease, 1922	*64.06	65.38	12.85	90.56	.17	*12.68	92.22	92.22	64.16	7.50	2.86	*2.92	2,800.56	*2,296.58	667.80	*1,001.77

*Decrease.

TABLE 13—ROAD OPERATED AT CLOSE OF YEAR—ENTIRE LINE

PART 2—MILEAGE OF ROAD OWNED—ALL TRACKS.

Number	Railway Companies	Miles of: First main track	Second main track	Third main track	Fourth main track	All other main tracks	Industrial tracks	Yard tracks and sidings, Etc.	Total mileage owned—all tracks	Changes during year mileage owned—all tracks
1	Atchison, Topeka & Santa Fe Railway*	7,111.77	993.03	13.66	6.44	.....	531.58	2,670.02	11,326.50	47.56
2	Atlantic Northern Railway	17.07	.....	.....	.....	.....	.....	1.68	18.75	.....
3	Chicago, Burlington & Quincy Railroad	8,971.52	999.22	44.65	5.41	.....	636.06	2,695.31	13,352.17	40.23
4	Chicago Great Western Railroad	1,034.90	57.82	.....	.....	.....	19.21	394.73	1,506.66	*.26
5	Mason City, & Ft. Dodge Railroad	375.23	1.04	.....	.....	.....	5.37	109.15	507.03	18.12
6	Chicago, Milwaukee & St. Paul Railway	10,147.16	1,050.12	22.30	15.47	.....	659.72	2,732.26	14,627.03	*28.32
7	Chicago & North Western Railway	8,328.86	865.36	104.49	95.36	.....	823.38	2,785.07	13,007.52	37.70
8	Chicago, St. Paul, Minn. & Omaha Railway	1,679.60	183.03	6.37	2.50	.....	87.00	565.40	2,523.90	9.62
9	Chicago, Rock Island & Pacific Railway	5,329.68	309.43	10.51	.40	.....	175.54	1,572.96	7,398.52	*.03
10	St. Paul & Kansas City Short Line R. R.	182.93	.....	.....	.....	.....	21.10	36.51	240.54	*16.43
11	Keokuk & Des Moines Ry.	152.82	9.52	.....	.....	.....	2.98	19.29	184.61	*.21
12	Thomas W. Griggs R. R. Property	.54	.....	.....	.....	.....	.....	.93	1.47	.....
13	Colfax Consolidated Coal	6.36	.....	.....	.....	.....	.....	.98	7.34	*.24
14	Davenport, Rock Island & Northwestern Ry.	46.76	1.06	.....	.....	.....	19.15	25.52	92.49	.17
15	Great Northern Railway	7,118.68	332.55	13.17	13.18	.....	300.59	2,082.40	9,860.54	42.88
16	Illinois Central Railroad	2,271.06	420.52	61.54	29.93	56.81	225.43	1,069.44	4,134.67	73.67
17	Dubuque & Sioux City Railroad	760.99	.50	.....	.....	4.87	26.90	210.24	1,003.50	8.28
18	Manchester & Oneida Railway	8.03	.....	.....	.....	.....	.....	.75	8.78	.....
19	Minneapolis & St. Louis Railroad	1,536.30	9.54	.....	.....	.....	80.70	301.21	1,927.75	*5.90
20	Muscatine, Burlington & Southern Railroad	47.77	.....	.....	.....	.....	.....	7.60	55.37	.....
21	Tabor & Northern Railway	8.79	.....	.....	.....	.....	.....	1.00	9.79	.....
22	Union Pacific Railroad	3,639.06	1,009.81	2.20	2.16	.....	305.52	1,187.88	6,146.62	50.01
23	Wabash Railway	1,945.08	322.33	.....	.....	.....	109.80	781.06	3,158.27	2.93
	Total, 1922	60,720.86	6,564.97	278.89	170.85	61.68	4,035.03	19,251.39	91,099.91	279.78
	Total, 1921	60,723.75	6,501.31	271.39	167.99	64.64	1,596.01	21,495.04	90,820.13	251.79
	Increase or decrease, 1922	*2.89	63.66	7.50	2.86	*2.96	2,439.02	*2,243.65	279.78	27.99

*Decrease.

TABLE 13A—ROAD OPERATED AT CLOSE OF YEAR—WITHIN THE STATE OF IOWA

PART 1—MILEAGE OF ROAD OPERATED—SINGLE TRACK—AND ALL TRACKS AND MILEAGE ALL TRACKS OWNED.

Number	Railway Companies	Mileage Operated—Single Track: Line Owned: Main line	Line Owned: Branches and spurs	Line Operated Under: Lease	Contract, etc.	Trackage rights	Total mileage operated—single track	Mileage owned—single track—Iowa—	Increase or decrease 1922 mileage of single track owned—Iowa—	Mileage Operated—All Tracks: Miles of: First main track	Second main track	All other main tracks	Industrial tracks	Yard tracks and sidings, etc.	Total mileage operated—all tracks	Increase or decrease 1922 mileage operated—all tracks	Total mileage owned—all tracks—Iowa	Increase or decrease 1922 mileage owned—all tracks—Iowa—
1	A. T. & S. F. Ry.	19.89					19.89	19.89		19.89	19.67		1.95	35.15	76.66		76.55	
2	Atlantic Northern Ry.	17.07					17.07	17.07		17.07				1.68	18.75		18.75	
3	C., B. & Q. R. R.	371.68	993.44			73.44	1,438.56	1,365.12		1,438.56	245.70		78.87	318.91	2,082.04	44.31	1,961.42	*.72
4	C. G. W. R. R.	393.27	29.42		347.90	5.82	776.41	422.69		776.41	20.06		13.10	243.94	1,053.51	*.51	586.49	*.03
5	M. C. & F. D. R.R.							347.90									447.35	
6	C., M. & St. P. Ry.	1,200.94	658.10		*1.99	67.47	1,928.50	1,859.04	*4.37	1,928.50	314.43	11.66		504.63	2,759.22	*25.09	2,655.32	*22.48
7	C. & N. W. Ry.	363.78	1,253.32			16.99	1,634.09	1,617.10		1,634.09	361.31		78.82	511.62	2,585.84	6.51	2,519.74	2.41
8	C., S. P., M. & O.	74.54				27.50	102.04	74.54		102.04			2.84	48.85	153.73	*1.24	121.94	*1.24
9	C., R. I. & P. Ry.	997.13	863.07	182.93	152.82	88.28	2,284.23	1,860.20		2,284.23	109.55		75.64	536.63	3,006.05	.23	2,486.23	16.87
10	S. P. & K. C. S. L.							182.93									240.51	*16.43
11	Keo. & D. M. Ry.							162.34									184.61	*.21
12	Colfax Northern Ry.			6.90			6.90			6.90				1.91	8.81	*.24		
13	T. W. Griggs R. R.							.54									1.47	
14	C. C. C. Co.							6.36									7.34	*.24
15	D., R. I. & N. W. Ry	34.50				.79	35.29	34.50		35.29	1.06			22.55	58.90	*.37	58.11	*.37
16	Great Northern Ry.		77.86				77.86	77.86		77.86			9.33	27.50	114.69	2.07	112.93	.31
17	Illinois Central R. R.				716.46	1.68	718.14			718.14	.59	6.91	24.65	207.66	957.95	7.88		
18	D. & S. C. R. R.							716.46									955.27	7.88
19	Man. & Oneida Ry.	8.03				.12	8.15	8.03		8.15				.75	8.90		8.78	
20	M. & St. L. R. R.	635.86	164.86		.05	86.40	887.17	800.72	*1.38	887.17	3.90		45.95	158.95	1,095.97	*.46	990.21	*4.02
21	M., B. & S. Ry.	47.77				6.00	53.77	47.77	*.53	53.77				7.60	61.37		55.37	
22	Tabor & North'n Ry.	8.79				1.96	10.75	8.79		10.75				1.00	11.75		9.79	
23	Union Pacific R. R.	2.46					2.46	2.46		2.46	1.63		7.83	54.36	66.28	*.70	66.28	*.70
24	Wabash Ry.	203.38				5.58	208.96	203.38		208.96	2.20		.95	61.95	274.06	.15	236.19	.15
	Total mileage, 1922	4,379.09	4,040.07	189.83	1,219.22	382.03	10,210.24	9,825.69	*6.28	10,210.24	1,080.10	18.57	339.93	2,745.64	14,394.48	32.54	13,800.68	*18.82
	Total mileage, 1921	4,379.14	4,046.30	189.83	1,219.17	380.29	10,214.73	9,841.97	*.02	10,214.73	1,080.60	19.92	178.24	2,868.45	14,361.94	32.51	13,819.50	
	Increase or decrease, 1922	*.05	*6.23		.05	1.74	*4.49	*6.28		*4.49	*.50	*1.35	161.69	*122.81	32.54	.03	*18.82	

*Decrease
*Jointly owned.

TABLE 14—GRADE CROSSINGS AND CROSSING PROTECTION—ENTIRE LINE

PART 1—PROTECTED

Number	Railway Companies	Protected by: Both Gates and Flagmen: With other steam railways	With electric interurban or steam railways	With streets, avenues and highways	Gates Alone: With other steam railways	With electric interurban or steam railways	With streets, avenues and highways	Flagmen Alone 24 Hrs. Daily: With other steam railways	With electric interurban or steam railways	With streets, avenues and highways	Flagmen Alone Part Time Only: With other steam railways	With electric interurban or steam railways	With streets, avenues and highways	Both Audible and Visual Signals: With other steam railways	With electric interurban or steam railways	With streets, avenues and highways	Audible Signals Only: With other steam railways	With electric interurban or steam railways	With streets, avenues and highways	Visual Signals Only: With other steam railways	With electric interurban or steam railways	With streets, avenues and highways
1	Atchison, Topeka & Santa Fe Railway		5	9	35	2	36	1	5	22	1	6	87		1	396			324			355
2	Atlantic Northern Railway																					
3	Chicago, Burlington & Quincy Railroad	8	26	45	12	17	178	17	11	30	1	7	149			171	1	1	218	58	11	1,257
4	Chicago Great Western Railroad	1	4	18	3		28	1		11		1	25						157	1		
5	Mason City & Ft. Dodge Railroad																					
6	Chicago, Milwaukee & St. Paul Railway	4	29	67	19	17	223	3	5	42	1	28	229			111			322	50	2	8
7	Chicago & North Western Railway	3	2	69	17	17	325	2	3	62	4	12	241	1	4	97	4		214	19	6	44
8	Chicago, St. Paul, Minn. & Omaha Ry.		1	1	5	2	13	1		1			37			4			85			2
9	Chicago, Rock Island & Pacific Railway	1	17	69	55	9	52	1	15	32	3	16	209	5		9	1	2	380	27	4	297
10	St. Paul & Kansas City S. L. R. R.																					
11	Colfax Northern Railway																					
12	Thomas W. Griggs R. R. Property																					
13	Colfax Consolidated Coal																					
14	Davenport, Rock Island & Northwestern Ry.		1										9			1			2			
15	Great Northern Railway		4	11	4	13	13	5		4	5	6	46			34			35	2	1	5
16	Illinois Central Railroad		3	12	20	16	90	29	1	10	3	13	148		1	121			174	7		6
17	Dubuque & Sioux City Railroad																					
18	Manchester & Oneida Railway																					
19	Minneapolis & St. Louis Railroad	2		2	1		3		1	2	1		12			1			9		1	4
20	Muscatine, Burlington & Southern Railroad												1									
21	Tabor & Northern Railway																					
22	Union Pacific Railroad	1		19	4		5	1	2	11			50			52			122			
23	Wabash Railway		1	5	4	13	79			18		4	107			33			113	7	3	225
	Total	20	93	318	179	106	1,045	61	43	245	19	93	1,350	6	6	1,029	6	3	2,156	180	28	2,303

TABLE 14—GRADE CROSSINGS AND CROSSING PROTECTION—ENTIRE LINE

PART 2—PROTECTED—Continued—UNPROTECTED AND TOTAL AND NUMBER ELIMINATED DURING YEAR

Number	Railway Companies	Protected: By Interlocking Devices: With other steam railways	Protected: By Interlocking Devices: With electric interurban or steam railways	Protected: By Interlocking Devices: With streets, avenues and highways	Protected: Alone by Derailing Devices: With other steam railways	Protected: Alone by Derailing Devices: With electric interurban or steam railways	Protected: Alone by Derailing Devices: With streets, avenues and highways	Unprotected: With other steam railways	Unprotected: With electric interurban or steam railways	Unprotected: With streets, avenues and highways	Total: With other steam railways	Total: With electric interurban or steam railways	Total: With streets, avenues and highways	Number of Grade Crossings Eliminated During Year: With other steam railways	Number of Grade Crossings Eliminated During Year: With electric interurban or steam railways	Number of Grade Crossings Eliminated During Year: With streets, avenues and highways	Number of Grade Crossings Eliminated During Year: Total
1	Atchison, Topeka & Santa Fe Railway	71	14		1	7		203	123	7,670	312	163	8,898			2	2
2	Atlantic Northern Railway																
3	Chicago, Burlington & Quincy Railroad	137	6			2		225	113	10,330	459	194	12,378	2		35	37
4	Chicago Great Western Railroad	47	3			4		31	10	1,474	84	22	1,713			4	4
5	Mason City & Ft. Dodge Railroad																
6	Chicago, Milwaukee & St. Paul Railway	141	3			3		234	57	9,275	461	144	10,277	3	2	37	42
7	Chicago & North Western Railway	96	13			4		145	49	7,158	297	110	8,210			16	16
8	Chicago, St. Paul, Minn. & Omaha Ry.	28						90	11	1,612	124	14	1,755			1	1
9	Chicago, Rock Island & Pacific Railway	144	1			9		265	64	7,638	502	137	8,686	1		7	8
10	St. Paul & Kansas City S. L. R. R.																
11	Colfax Northern Railway																
12	Thomas W. Griggs R. R. Property																
13	Colfax Consolidated Coal																
14	Davenport, Rock Island & Northwestern Ry.	2						9	2	70	11	3	82				
15	Great Northern Railway	85	6		3	9		120	20	6,416	224	59	6,564			21	21
16	Illinois Central Railroad	127	10			13		191	71	4,819	377	128	5,380	5		11	16
17	Dubuque & Sioux City Railroad																
18	Manchester & Oneida Railway																
19	Minneapolis & St. Louis Railroad	27	2			2		37	5	1,923	68	11	1,956			3	3
20	Muscatine, Burlington & Southern Railroad									46			47				
21	Tabor & Northern Railway																
22	Union Pacific Railroad	20				2		77	14	3,428	103	18	3,679		1	6	7
23	Wabash Railway	101	12			4		27	29	1,727	129	66	2,407			1	1
	Total	1,026	70		4	60		1,654	568	63,586	3,195	1,069	72,062	11	3	144	158

TABLE 14A—GRADE CROSSINGS AND CROSSING PROTECTION—WITHIN THE STATE OF IOWA

PART 1—PROTECTED

Number	Railway Companies	Protected by: Both Gates and Flagmen: With other steam railways	Both Gates and Flagmen: With electric interurban or steam railways	Both Gates and Flagmen: With streets, avenues and highways	Gates Alone: With other steam railways	Gates Alone: With electric interurban or steam railways	Gates Alone: With streets, avenues and highways	Flagmen Alone 24 Hrs. Daily: With other steam railways	Flagmen Alone 24 Hrs. Daily: With electric interurban or steam railways	Flagmen Alone 24 Hrs. Daily: With streets, avenues and highways	Flagmen Alone Part Time Only: With other steam railways	Flagmen Alone Part Time Only: With electric interurban or steam railways	Flagmen Alone Part Time Only: With streets, avenues and highways	Both Audible and Visual Signals: With other steam railways	Both Audible and Visual Signals: With electric interurban or steam railways	Both Audible and Visual Signals: With streets, avenues and highways	Audible Signals Only: With other steam railways	Audible Signals Only: With electric interurban or steam railways	Audible Signals Only: With streets, avenues and highways	Visual Signals Only: With other steam railways	Visual Signals Only: With electric interurban or steam railways	Visual Signals Only: With streets, avenues and highways
1	Atchison, Topeka & Santa Fe Railway																		4			
2	Atlantic Northern Railway																					
3	Chicago, Burlington & Quincy Railroad		1	8	1	1	4	1	4	7		2	15			9			36	7	2	403
4	Chicago Great Western Railroad	1	3	6	1		19			10			10			19			63			1
5	Mason City & Ft. Dodge Railroad																					
6	Chicago, Milwaukee & St. Paul Railway	1	2	3			15		4	8		7	39						62	14		
7	Chicago & North Western Railway				2	1	42		1	16			12		2	14			28	9	3	3
8	Chicago, St. Paul, Minn. & Omaha Ry.				1	1							7						6			
9	Chicago, Rock Island & Pacific Railway	1	3	8	5		4		3	5		3	73			2		2	272	3	1	
10	St. Paul & Kansas City S. L. R. R.																					
11	Colfax Northern Railway																					
12	Thomas W. Griggs R. R. Property																					
13	Colfax Consolidated Coal																					
14	Davenport, Rock Island & Northwestern Ry.					2							2						1			
15	Great Northern Railway		1	1						4			1									
16	Illinois Central Railroad						5	1					15			7			18			1
17	Dubuque & Sioux City Railroad																					
18	Manchester & Oneida Railway																					
19	Minneapolis & St. Louis Railroad	1																	1		1	
20	Muscatine, Burlington & Southern Railroad																					
21	Tabor & Northern Railway																					
22	Union Pacific Railroad																					
23	Wabash Railway												1			3			2	5		84
	Total	4	10	26	11	5	89	2	12	50		12	175		2	54		2	493	28	7	492

TABLE 14A—GRADE CROSSINGS AND CROSSING PROTECTION—WITHIN THE STATE OF IOWA

PART 2—PROTECTED—Continued—UNPROTECTED AND TOTAL AND NUMBER ELIMINATED DURING YEAR

Number	Railway Companies	Protected by Interlocking Devices: With other steam railways	Protected by Interlocking Devices: With electric interurban or steam railways	Protected by Interlocking Devices: With streets, avenues and highways	Protected by Derailing Devices Alone on Electrical Railways: With other steam railways	Protected by Derailing Devices Alone on Electrical Railways: With electric interurban or steam railways	Protected by Derailing Devices Alone on Electrical Railways: With streets, avenues and highways	Unprotected: With other steam railways	Unprotected: With electric interurban or steam railways	Unprotected: With streets, avenues and highways	Total: With other steam railways	Total: With electric interurban or steam railways	Total: With streets, avenues and highways	Number of Grade Crossings Eliminated During Year: With other steam railways	Number of Grade Crossings Eliminated During Year: With electric interurban or steam railways	Number of Grade Crossings Eliminated During Year: With streets, avenues and highways	Number of Grade Crossings Eliminated During Year: Total
1	Atchison, Topeka & Santa Fe Railway									8			12				
2	Atlantic Northern Railway																
3	Chicago, Burlington & Quincy Railroad	8				2		40	5	1,428	57	17	1,910			5	5
4	Chicago Great Western Railroad	28	3			3		18	4	840	48	13	968				
5	Mason City & Ft. Dodge Railroad																
6	Chicago, Milwaukee & St. Paul Railway	34				1		30	7	1,938	79	21	2,065	1		4	5
7	Chicago & North Western Railway	24	2					14	1	1,341	40	10	1,456			7	7
8	Chicago, St. Paul, Minn. & Omaha Ry	1						31	2	94	33	3	107				
9	Chicago, Rock Island & Pacific Railway	36	1			2		54	24	2,316	99	39	2,680			3	3
10	St. Paul & Kansas City S. L. R. R.																
11	Colfax Northern Railway																
12	Thomas W. Griggs R. R. Property																
13	Colfax Consolidated Coal																
14	Davenport, Rock Island & Northwestern Ry							5		59	5	2	62				
15	Great Northern Railway	1						5	1	78	6	2	84				
16	Illinois Central Railroad	14	4					49	13	781	65	17	827			1	1
17	Dubuque & Sioux City Railroad																
18	Manchester & Oneida Railway																
19	Minneapolis & St. Louis Railroad	19	1			2		22	4	1,096	42	8	1,097			2	2
20	Muscatine, Burlington & Southern Railroad																
21	Tabor & Northern Railway																
22	Union Pacific Railroad							9	1	20	9	1	20				
23	Wabash Railway	4	1					7	5	180	16	6	270				
	Total	168	13			10		284	67	10,179	508	139	11,558	1		22	23

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 1—BITUMINOUS COAL.

Number	Railway Companies	Tons Consumed by Locomotives: Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Tons consumed by work service locomotives	Grand total consumed—bituminous coal
1	Atchison, Topeka & Santa Fe Ry	1,504,164	607,608	48,374	8,009	255,102	2,423,257	44,505	2,467,762
2	Chicago, Burlington & Quincy R. R.	2,603,711	919,156	74,741	1,481	586,409	4,185,498	28,465	4,213,963
3	Chicago Great Western Railroad	413,383	162,167	5,304	61	98,657	679,572	6,838	686,410
4	Chicago, Milwaukee & St. Paul Ry	2,040,874	853,655	92,133	1,548	636,600	3,624,810	69,726	3,694,536
5	Chicago & North Western Ry	1,822,796	1,036,334	134,000	1,588	715,138	3,709,855	44,643	3,754,498
6	Chicago, St. Paul, Minn. & Omaha Ry	374,201	165,431	23,454	206	123,879	687,171	7,797	694,968
7	Chicago, Rock Island & Pacific Ry	1,788,615	846,289	49,070	283	439,356	3,123,513	49,957	3,173,470
8	Dav., Rock Island & N. W. Ry					4,640	4,640	179	4,819
9	Great Northern Railway	1,366,877	486,465	52,228	1,039	303,943	2,210,552	48,549	2,259,101
10	Illinois Central Railroad	2,781,490	817,524	21,374	1,564	565,367	4,187,319	120,998	4,308,317
11	Minneapolis & St. Louis Railroad	318,019	83,628	20,804		49,830	472,271	2,288	474,559
12	Mus., Burlington & Southern R. R.	1,973		1,697		918	4,588	75	4,663
13	Union Pacific Railroad	1,647,039	592,134	83,469	457	203,454	2,526,553	22,353	2,548,906
14	Wabash Railway	854,753	279,872	7,523	414	213,983	1,356,545	23,554	1,380,099
	Total	17,517,894	6,850,263	614,171	16,650	4,197,166	29,196,144	469,927	29,666,071

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 2—FUEL OIL, GALLONS.

Number	Railway Companies	Gallons Fuel Oil Consumed by Locomotives: Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Work service locomotives	Grand total fuel oil, gallons, consumed
1	Atchison, Topeka & Santa Fe Ry.	134,021,152	86,356,629	6,533,309	309,309	37,582,427	264,802,796	5,391,891	270,194,687
2	Chicago, Burlington & Quincy R. R.	16,398,211	4,615,498	1,195,706	.....	2,216,772	24,416,187	158,339	24,574,526
3	Chicago Great Western Railroad	.....	.....	.....	.....	.....	.....	.....	.....
4	Chicago, Milwaukee & St. Paul Ry.	17,586,753	6,139,170	499,127	.....	2,221,509	26,446,554	1,304,066	27,750,620
5	Chicago & North Western Ry.	30,051,117	12,092,768	4,772,015	17,963	4,158,148	42,052,011	562,769	42,614,780
6	Chi., St. Paul, Minn. & Omaha Ry.	.....	.....	.....	.....	.....	.....	.....	.....
7	Chicago, Rock Island & Pacific Ry.	516,109	202,606	4,300	.....	1,589,473	2,313,580	.....	2,313,580
8	Dav., Rock Island & N. W. Ry.	.....	.....	.....	.....	.....	.....	.....	.....
9	Great Northern Railway	16,791,758	15,465,342	271,824	84,542	3,017,855	36,631,321	2,246,510	38,877,831
10	Illinois Central Railroad	54,085	21,564	273	.....	36,627	112,549	872	113,421
11	Minneapolis & St. Louis Railroad	.....	.....	.....	.....	.....	.....	.....	.....
12	Mus., Burlington & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....
13	Union Pacific Railroad	321,549	128,946	24,880	130	37,059	522,579	.....	522,579
14	Wabash Railway	.....	.....	.....	.....	.....	.....	.....	.....
	Total	216,720,734	125,003,535	13,401,485	411,953	51,749,870	407,287,577	9,664,447	406,952,024

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 3—HARD WOOD.

Number	Railway Companies	Cords of Hard Wood Consumed by Locomotives: Freight	Passenger	Mixed train	Special train	Yard switching	Total transportation service	Work service locomotives	Grand total cords hard wood consumed
1	Atchison, Topeka & Santa Fe Ry.	.....	.....	.....	.....	.....	.....	.....	.....
2	Chicago, Burlington & Quincy R. R.	.....	.....	.....	.....	.....	.....	.....	.....
3	Chicago Great Western Railroad	.....	.....	.....	.....	.....	.....	.....	.....
4	Chicago, Milwaukee & St. Paul Ry.	.....	.....	.....	.....	.....	.....	.....	.....
5	Chicago & North Western Ry.	.....	.....	.....	.....	.....	.....	.....	.....
6	Chi., St. Paul, Minn. & Omaha Ry.	.....	.....	.....	.....	.....	.....	.....	.....
7	Chicago, Rock Island & Pacific Ry.	5,387	4,764	707	.....	2,565	13,443	.....	13,443
8	Dav., Rock Island & N. W. Ry.	.....	.....	.....	.....	116	116	6	122
9	Great Northern Railway	.....	.....	.....	.....	.....	.....	.....	.....
10	Illinois Central Railroad	13,101	6,184	132	.....	4,596	24,013	303	24,316
11	Minneapolis & St. Louis Railroad	.....	.....	.....	.....	.....	.....	.....	.....
12	Mus., Burlington & Southern R. R.	.....	.....	.....	.....	.....	.....	.....	.....
13	Union Pacific Railroad	.....	.....	.....	.....	.....	.....	.....	.....
14	Wabash Railway	.....	.....	.....	.....	.....	.....	.....	.....
	Total	18,488	10,948	839	.....	7,297	37,572	309	37,881

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 4—SOFT WOOD.

Number	Railway Companies	Cords of Soft Wood Consumed by Locomotives					Total transportation service	Work service locomotives	Grand total cords soft wood consumed
		Freight	Passenger	Mixed train	Special train	Yard switching			
1	Atchison, Topeka & Santa Fe Ry.								
2	Chicago, Burlington & Quincy R. R.	10,744	9,557	277	15	4,973	25,566	424	25,990
3	Chicago Great Western Railroad								
4	Chicago, Milwaukee & St. Paul Ry.								
5	Chicago & North Western Ry.	12,772	8,150	1,430	11	6,562	28,934	244	29,178
6	Chi., St. Paul, Minn. & Omaha Ry.	4,157	1,716	242	2	1,239	7,356	83	7,439
7	Chicago, Rock Island & Pacific Ry.								
8	Dav., Rock Island & N. W. Ry.								
9	Great Northern Railway	4,847	4,739	299	8	1,668	11,561	317	11,878
10	Illinois Central Railroad								
11	Minneapolis & St. Louis Railroad	1,877	1,177	123		496	3,673	12	3,685
12	Mus., Burlington & Southern R. R.								
13	Union Pacific Railroad	800	278	330	2	90	1,500	28	1,528
14	Wabash Railway								
	Total	35,197	25,626	2,701	38	15,028	78,590	1,108	79,698

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 5—TOTAL AND GRAND TOTAL FUEL (TONS) CONSUMED.

Number	Railway Companies	Total Fuel (Tons) Consumed by Locomotives					Total transportation service	Work service locomotives	Grand total fuel (tons) consumed	Average Cost at Distributing Point of Total Fuel Consumed by Locomotives			
		Freight	Passenger	Mixed train	Special train	Yard switching				Bituminous coal (tons)	Fuel oil (per gallon)	Total fuel (tons)	Wood per cord
1	Atchison, Topeka & Santa Fe Ry.	2,358,337	1,155,428	89,554	9,949	491,787	4,105,055	79,003	4,184,058	$3.81	$ .03198	$4.31	
2	Chicago, Burlington & Quincy R. R.	2,730,928	971,331	83,770	1,489	605,378	4,392,896	29,853	4,422,749	3.896	.0285	3.889	$3.247
3	Chicago Great Western Railroad	413,383	162,167	5,304	61	98,657	679,572	6,838	686,410	4.436		4.436	
4	Chicago, Milwaukee & St. Paul Ry.	2,180,451	902,379	96,094	1,548	654,231	3,834,703	80,076	3,914,779	4.084	.041	4.144	
5	Chicago & North Western Ry.	1,978,161	1,174,335	170,171	1,727	749,314	4,073,708	48,946	4,122,654	3.662	.0271	3.633	3.96
6	Chi., St. Paul, Minn. & Omaha Ry.	376,280	166,289	23,575	207	124,498	690,849	7,838	698,687	5.48		5.44	4.72
7	Chicago, Rock Island & Pacific Ry.	1,796,458	850,678	49,567	283	451,689	3,147,675	49,957	3,197,632	4.049	.0225	4.042	1.735
8	Dav., Rock Island & N. W. Ry.					4,717	4,717	4	4,721				
9	Great Northern Railway	1,469,251	580,890	54,591	1,546	328,097	2,434,375	62,080	2,496,455	5.56	.0375	5.64	4.29
10	Illinois Central Railroad	2,790,565	821,783	21,464	1,564	508,599	4,203,974	121,205	4,325,179	2.988	.041	3.01	6.375
11	Minneapolis & St. Louis Railroad	318,968	84,216	29,866		50,068	474,108	2,294	476,402	3.98		4.00	4.65
12	Mus., Burlington & Southern R. R.	1,973		1,697		918	4,588	75	4,663				
13	Union Pacific Railroad	1,649,353	593,160	83,782	439	203,739	2,530,414	22,367	2,552,781	3.39	.04348	3.40	3.62
14	Wabash Railway	854,758	279,872	7,523	414	213,983	1,356,545	23,554	1,380,099	3.73		3.73	
	Total	18,917,851	7,742,467	707,958	19,247	4,545,656	31,933,179	534,090	32,467,269				

TABLE 15—CONSUMPTION OF FUEL BY LOCOMOTIVES—ENTIRE LINE

PART 6—STATISTICS OF COAL PURCHASES AND STOCKS ON HAND AT BEGINNING AND END OF YEAR

Number	Railway Companies	Bituminous Coal					Anthracite Coal				
		Quantity received during year (Net tons)	Total cost, including transportation charges paid foreign lines	Average cost per net ton, including transportation charges paid foreign lines	Quantity on Hand: At beginning of year—net tons	Quantity on Hand: At end of year—net tons	Quantity received during year (Net tons)	Total cost, including transportation charges paid foreign lines	Average cost per net ton, including transportation charges paid foreign lines	Quantity on on Hand: At beginning of year—net tons	Quantity on on Hand: At end of year—net tons
1	Atchison, Topeka & Santa Fe Ry.	2,560,819	$ 9,723,581.14	$ 3.65	349,312	321,590					
2	Chicago, Burlington & Quincy R. R.	4,341,495	15,864,961.43	3.654	420,861	141,500	1,095.8	$ 11,065.74	$ 13.95	730.25	760.02
3	Chicago Great Western Railroad	699,983	3,045,657.61	4.35	23,348	16,523	139	1,847.38	13.29	98	58
4	Chicago, Milwaukee & St. Paul Ry.	4,141,926	16,840,205.00	4.066	222,066	178,541					
5	Chicago & North Western Ry.	4,094,619	14,225,610.50	3.47	540,752	356,369	1,344	16,271.67	12.11	1,584	1,570
6	Chi., St. Paul, Minn. & Omaha Ry.	819,204	4,333,271.98	5.29	31,260	42,114	833	10,921.51	13.11	511	700
7	Chicago, Rock Island & Pacific Ry.	3,471,417	13,911,341.00	4.01	325,680	116,400	992	13,028.00	13.14	88	448
8	Dav., Rock Island & N. W. Ry.	17,586	86,280.25	4.91	349	1,204					
9	Great Northern Railway	2,437,436	13,673,265.29	5.61	422,973	390,765	3,539	45,279.11	12.79	2,339	2,871
10	Illinois Central Railroad	4,615,804	13,878,430.08	3.00	450,541	323,377	726	9,036.64	12.45	473	353
11	Minneapolis & St. Louis Railroad	528,258	1,941,466.34	3.675	19,055	14,093					
12	Mus., Burlington & Southern R. R.	4,522	32,166.69	7.11	182	41					
13	Union Pacific Railroad	2,741,222	8,810,345.46	3.21	468,842	361,740	28	337.29	12.29	321	219
14	Wabash Railway	1,276,666	4,487,413.85	3.515	303,588	35,646					
	Total	31,750,957	$ 120,853,996.62	$ 3.806	3,578,809	2,299,903	8,606.80	$ 107,787.34	$ 12.39	6,144.25	6,979.02

TABLE 16—TIES AND RAILS LAID IN REPLACEMENT AND BETTERMENT—ENTIRE LINE

PART 1—TIES AND RAILS APPLIED DURING THE YEAR

Number	Railway Companies	Ties Laid in Replacement and Betterment: Cross Ties: Total number of ties applied	Cross Ties: Average cost per tie at distributing point	Switch and Bridge Ties: Number feet applied—board measure	Switch and Bridge Ties: Average cost per thousand feet at distributing point—board measure	Total charges on account of ties laid in replacement and betterment during year	Rails Laid in Replacement and Betterment: Total number tons (2,240 lbs.) of rails applied	Average cost per ton (2,240 lbs.) at distributing point	Total charges on account of rails laid in replacement and betterment during year
1	Atchison, Topeka & Santa Fe Railway	2,228,522	$ 1.58	3,259,441	$ 46.42	$ 3,673,058.95	164,474.44	$ 33.29	$ 5,475,079.15
2	Chicago, Burlington & Quincy Railroad	2,286,555	1.54	4,312,250	53.07	3,765,400.63	65,034.80	36.91	2,400,580.33
3	Chicago Great Western Railroad	546,777	.98	735,160	41.93	568,888.82	14,590.92	37.30	562,532.25
4	Chicago, Milwaukee & St. Paul Railway	3,031,544	1.00	7,432,229	28.95	3,239,050.88	32,960.00	37.30	1,229,456.49
5	Chicago & North Western Railway	3,173,252	.94	7,116,217	43.42	3,295,595.50	51,828.19	38.98	2,020,722.88
6	Chicago, St. Paul, Minn. & Omaha Ry.	520,854	.89	1,756,904	46.44	440,882.34	8,220.30	37.44	307,787.56
7	Chicago, Rock Island & Pacific Ry.	1,451,331	.85	7,020,559	43.16	1,534,530.75	39,789.13	28.31	1,126,491.47
8	Davenport, Rock Island & Northwestern Ry.	9,435	2.46	29,909	73.33	25,356.13	163.29	31.53	5,150.15
9	Great Northern Railway	2,045,585	.84	4,315,540	28.12	1,832,404.61	32,295.23	34.23	1,105,550.76
10	Illinois Central Railroad	1,991,999	1.16	6,193,420	36.29	2,539,430.78	76,643.87	35.12	2,691,992.05
11	Minneapolis & St. Louis Railroad	391,866	1.21	1,039,374	45.15	520,385.35	5,112.27	34.10	174,344.86
12	Muscatine, Burlington & Southern Railroad	17,428	.70	7,533	40.00	12,500.92	26.92	28.80	775.16
13	Union Pacific Railroad	1,272,809	1.40	3,108,899	42.21	1,812,627.88	57,020.00	31.47	1,794,517.47
14	Wabash Railway	1,242,641	1.22	1,219,235	39.69	1,563,223.59	26,417.30	34.99	924,543.33
	Total	20,210,598	$ 1.14	47,546,670	$ 39.85	$24,823,337.13	574,576.66	$ 34.49	$19,819,433.91

TABLE 17—TIES AND RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS —ENTIRE LINE

PART 1—TIES AND RAILS APPLIED DURING THE YEAR

Number	Railway Companies	Ties Laid in Additional Tracks and New Lines and Extensions					Rails Laid in Additional Tracks and in New Lines and Extensions		
		Cross Ties		Switch and Bridge Ties					
		Total number of ties applied	Average cost per tie at distributing point	Number of feet (board measure) laid in tracks	Average cost per thousand feet (board measure)-at distributing point	Total charges on account of ties laid during year	Total number tons of 2,240 pounds laid	Average cost per ton of 2,240 pounds	Total charges on account of rails laid
1	Atchison, Topeka & Santa Fe Railway	426,423	$ 1.58	1,971,452	$ 48.73	$ 768,319.79	17,095.03	$ 31.52	$ 538,884.68
2	Chicago, Burlington & Quincy Railroad	165,516	1.62	678,002	69.76	316,095.97	9,186.80	30.16	277,047.83
3	Chicago Great Western Railroad	2,645	1.57	45,588	53.58	6,609.46	142.67	28.73	4,099.17
4	Chicago, Milwaukee & St. Paul Railway	47,158	1.13	1,199,593	20.78	78,215.34	877.09	30.96	27,155.07
5	Chicago & North Western Railway	83,539	.66	380,442	40.78	70,739.66	3,233.72	29.25	94,570.61
6	Chicago, St. Paul, Minn. & Omaha Ry	3,253	.72	81,047	41.57	5,703.41	186.00	31.92	5,937.62
7	Chicago, Rock Island & Pacific Ry	60,406	.99	477,984	46.16	81,729.43	2,662.73	23.68	63,051.43
8	Davenport, Rock Island & Northwestern Ry	736	1.42	2,529	27.00	1,113.12	18.16	29.90	542.98
9	Great Northern Railway	248,123	.68	1,496,023	30.52	214,201.69	13,081.31	38.59	504,864.92
10	Illinois Central Railroad	213,989	1.04	1,005,095	35.28	257,953.75	8,378.19	27.31	228,848.75
11	Minneapolis & St. Louis Railroad	1,631	1.20	24,357	47.71	3,111.36	75.25	17.04	1,282.15
12	Muscatine, Burlington & Southern Railroad								
13	Union Pacific Railroad	55,860	1.53	248,491	34.98	94,306.13	2,895.00	21.97	63,613.97
14	Wabash Railway	17,034	1.27	158,721	35.98	27,486.69	1,063.49	25.76	27,401.50
	Total	1,326,303	$ 1.30	7,769,324	$ 39.69	$ 1,925,585.80	58,895.44	$ 31.19	$ 1,837,300.68

TABLE 18—EMPLOYEES AND THEIR COMPENSATION—ENTIRE LINE

PART 1—FOR THE YEAR 1922 AS COMPARED WITH THE YEAR 1921

Number	Railway Companies	Average Number of		Total Compensation During Year		Average Yearly Compensation		Average Monthly Compensation		Average Daily Compensation	
		Employees in service December 31, 1922	Employees in service December 31, 1921	Ended December 31, 1922	Ended December 31, 1921	1922	1921	1922	1921	1922	1921
1	Atchison, Topeka & Santa Fe Railway	56,043	53,174	$ 87,945,662.00	$ 88,940,031.00	$ 1,569.25	$ 1,672.62	$ 130.77	$ 139.38	$ 4.36	$ 4.65
2	Atlantic Northern Railway	19	20	22,647.14	25,114.15	1,191.95	1,255.71	99.32	104.64	3.31	3.49
3	Chicago, Burlington & Quincy Railroad	44,221	46,695	75,198,754.00	77,226,420.61	1,700.52	1,653.85	141.71	137.82	4.72	4.59
4	Chicago Great Western Railroad	6,180	6,620	10,731,338.00	11,825,068.09	1,736.46	1,786.26	144.70	148.85	4.82	4.96
5	Chicago, Milwaukee & St. Paul Railway	50,090	49,670	79,755,796.00	80,553,031.00	1,592.24	1,621.76	132.68	135.14	4.42	4.50
6	Chicago & North Western Railway	44,300	45,590	73,812,674.00	80,508,078.00	1,666.20	1,765.91	138.85	147.16	4.63	4.91
7	Chicago, St. Paul, Min. & Omaha Ry	8,550	8,507	14,019,106.47	15,023,835.50	1,639.66	1,766.05	136.63	147.17	4.55	4.91
8	Chicago, Rock Island and Pacific Railway	33,576	38,462	56,751,336.00	65,250,831.86	1,690.23	1,696.50	140.85	141.37	4.69	4.71
9	Colfax Northern Railway	13	19.5	17,149.60	26,809.85	1,319.20	1,374.86	109.93	114.57	3.66	3.82
10	Great Northern Railway	27,487	27,737	48,686,450.00	47,181,992.66	1,771.25	1,701.05	147.60	141.75	4.92	4.73
11	Illinois Central Railroad	46,566	47,302	77,135,624.23	77,248,911.88	1,656.47	1,633.10	138.03	136.09	4.60	4.54
12	Manchester & Oneida Railway	14	13	11,877.32	11,340.42	848.38	872.34	70.69	72.69	2.35	2.42
13	Minneapolis & St. Louis Railroad	4,804	5,266	7,823,987.12	8,799,111.90	1,628.64	1,670.93	135.72	139.24	4.52	4.64
14	Muscatine, Burlington & Southern Railroad	124	96	108,818.21	120,315.49	877.56	1,253.28	73.13	104.44	2.44	3.48
15	Tabor & Northern Railway	12	13	14,501.07	16,223.52	1,208.42	1,247.96	100.70	103.99	3.35	3.47
16	Union Pacific Railroad	24,091	26,334	44,052,616.00	44,944,830.00	1,828.59	1,706.72	152.38	142.23	5.08	4.74
17	Wabash Railway	15,869	16,336	26,024,321.00	27,811,729.75	1,639.94	1,702.48	136.66	141.87	4.55	4.73
	Total 1922	361,959	371,835.5	$ 602,112,658.16	$ 625,513,675.68	$ 1,663.48	$ 1,682.23	$ 138.62	$ 140.18	$ 4.62	$ 4.67
	Total 1920	457,529		$ 822,173,311.37		$ 1,796.98		$ 149.74		$ 4.99	
	Total 1919	427,553		$ 634,054,673.80		$ 1,482.98		$ 123.58		$ 4.12	
	Total 1918	414,589		$ 576,538,582.74		$ 1,390.63		$ 115.89		$ 3.86	
	Total 1917	382,119		$ 390,345,389.33		$ 1,021.82		$ 85.15		$ 2.84	
	Total 1916	364,703		$ 330,129,079.57		$ 905.20		$ 75.43		$ 2.51	

TABLE 19—RAILWAY ACCIDENTS YEAR ENDED DECEMBER 31, 1922—IOWA

PART 1—COLLISIONS AND DERAILMENTS, AND OTHER TRAIN ACCIDENTS

Number	Railway Companies	Collisions and Derailments								Other Train Accidents							
		Passengers		Employees		Other Persons		Total		Passengers		Employees		Other Persons		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Atchison, Topeka & Santa Fe Ry.										2		13	1		1	15
2	Chicago, Burlington & Quincy R. R.		3		2				5		7		139	7	11	7	157
3	Chicago Great Western R. R.				1				1		1	2	48	9	6	11	55
4	Chicago, Milwaukee & St. Paul Ry.		4		4		4		12		7	1	109	7	14	8	130
5	Chicago & North Western Ry.		34		7	1	15	1	56		17	4	147	15	17	19	181
6	Chicago, Rock Island & Pacific Ry.		35	1	4	1		2	39		23	3	160	14	23	17	206
7	Chicago, St. Paul, Minn. & Omaha Ry.		1		5		1		7				23	1	1	1	24
8	Colfax Northern Ry.												1				1
9	Davenport, R. I. & Northwestern Ry.																
10	Great Northern Ry.										1		4		1		6
11	Illinois Central R. R.			1	5			1	5		5	2	87	13	8	15	100
12	Minneapolis & St. Louis R. R.												58				58
13	Union Pacific Railroad											2	5		1	2	6
14	Wabash Railway		42				2		44		2		6		1		9
	Total Steam Roads		119	2	28	2	22	4	169		65	14	800	67	83	81	948
	ELECTRIC COMPANIES																
1	Clinton, Davenport & Muscatine													1		1	
2	Ft. Dodge, Des Moines & Southern												5				5
3	Des Moines and Central Iowa										1		4		1		6
4	Iowa Railway & Light		9		4				13								
5	Waterloo, Cedar Falls & Northern												2				2
	Total Electric Companies		9		4				13		1		11	1	1	1	13
	TERMINAL COMPANIES																
1	Des Moines Union												2		1		3
2	Sioux City Terminal												1				1
	Total Terminal Companies												3		1		4
	Grand Total Accidents 1922		128	2	32	2	22	4	182		66	14	814	68	85	82	965
	Grand Total Accidents 1921		50	10	50	1	4	11	104	1	64	22	754	90	102	114	920
	Grand Total Accidents 1920	2	108	9	70	2	2	20	271	3	74	58	960	54	122	108	1,156

TABLE 19—RAILWAY ACCIDENTS YEAR ENDED DECEMBER 31, 1922—IOWA

PART 2—AT HIGHWAY CROSSINGS, AUTOMOBILES—VEHICLES AND OTHER CROSSINGS AND TOTAL AND GRAND TOTAL

Number	Railway Companies	Highway Crossings Automobiles						Highway Crossings Other Vehicles				At Other Crossings				Total						Grand Total	
		Employees		Other Persons		Total		Other Persons		Total		Other Persons		Total		Passengers		Employees		Other Persons			
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1	Atchison, Topeka & Santa Fe Ry.																2		13	1		1	15
2	C., B. & Q. R. R.			17	28	17	28	2	1	2	1						10		141	26	40	26	191
3	Chicago Great Western R. R.			9	22	9	22	3		2			1		1		1	2	49	20	29	22	79
4	C., M. & St. P. R. R.			9	24	9	24	1	2	1	2						11	1	113	17	44	18	168
5	Chicago & North Western Ry.			5	22	5	22	1	2	1	2						51	4	154	22	56	26	261
6	C., R. I. & P. Ry.			16	41	16	41		3		3						58	4	164	31	67	35	289
7	C., St. P., M. & O. Ry.			1	2	1	2										1		28	2	4	2	33
8	Colfax Northern Ry.																		1				1
9	Dav., R. I. & N. W. R. R.			2	3	2	3													2	2	2	3
10	Great Northern Railway				2		2										1		4		2		8
11	Illinois Central Railroad			3	22	3	22		2		2						5	3	92	16	32	19	120
12	Minneapolis & St. Louis R. R.			2	7	2	7												58	2	7	2	65
13	Union Pacific Railroad																	2	5		1	2	6
14	Wabash Railway				7		7										44		6		10		60
	Total Steam Roads			64	180	64	180	6	10	6	10		1		1		184	16	828	130	206	155	1,308
	ELECTRIC COMPANIES																						
1	Clinton, Davenport & Muscatine			1	1	1	1													2	1	2	1
2	Ft. Dodge, Des Moines & Southern				5		5													5	5		10
3	Des Moines & Central Iowa				5		5		1		1						1		4		7		12
4	Iowa Railway & Light																9		4				13
5	Waterloo, Cedar Falls & Northern																		2				2
	Total Electric Companies			1	11	1	11		1		1						10		15	2	13	2	38
	TERMINAL COMPANIES																						
1	Des Moines Union																		2		1		3
2	Sioux City Terminal																		1				1
	Total Terminal Companies																		3		1		4
	Grand Total Accidents 1922			65	191	65	191	6	11	6	11		1		1		194	16	846	141	310	157	1,350
	Grand Total Accidents 1921		1	66	177	66	178	4	7	4	7	1		1		1	114	32	865	162	290	196	1,209
	Grand Total Accidents 1920			50	190	50	190	2	17	2	17	2	4	2	4	10	272	62	1,032	111	336	183	1,640

TABLE 19—NON-TRAIN ACCIDENTS—IOWA

PART 3—YEAR ENDED DECEMBER 31, 1922

Number	Railway Companies	Number of Accidents	Shopmen		Stationmen		Trackmen		Bridge and Building Men		Other Employees		All Other Persons	
			Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
	STEAM ROADS													
1	Atchison, Topeka & Santa Fe Ry	136		77		4		25		5		22		3
2	Atlantic Northern Ry	1		1										
3	Chicago, Burlington & Quincy R. R.	331		207		30		58		22		12		2
4	Chicago Great Western R. R.	163	1	94		20	1	30		5		12		
5	Chicago, Milwaukee & St. Paul Ry	243	1	116		24	2	70		15	1	13		1
6	Chicago & North Western Ry	457		251		27		125		24		21	1	8
7	Chicago, Rock Island & Pacific Ry	446		225		32		111		23		44		11
8	Chicago, St. Paul, Minn. & Omaha Ry	44		40		1		1		1		1		
9	Colfax Northern Ry	1						1						
10	Davenport, Rock Island & Northwestern Ry.	8		1		5		1				1		
11	Great Northern Ry	11		3		1		2		3		1		1
12	Illinois Central R. R.	236		119		13	1	61	1	17		20		4
13	Minneapolis & St. Louis R. R.	125		65		4		26		11		17	2	
14	Union Pacific Railroad	14		6		2						6		
15	Wabash Railway	35		12		1		16		2		3	1	
	Total	2,251	2	1,217		164	4	527	1	128	1	173	4	30
	ELECTRIC COMPANIES													
1	Clinton, Davenport & Muscatine R. R.	1								1				
2	Ft. Dodge, Des Moines & Southern	11		1		1		7				2		
3	Des Moines & Central Iowa R. R.	11		2				3		5		1		
4	Iowa Railway & Light Co.	1						1						
5	Iowa Transfer Railway	1		1										
6	Waterloo, Cedar Falls & Northern	8		5	1	2								
	Total	33		9	1	3		11		6		3		
	TERMINAL COMPANIES													
1	Des Moines Union Ry	4		4										
	Grand Total Non-Train Accidents 1922	2,288	2	1,230	1	167	4	538	1	134	1	176	4	30
	Grand Total Non-Train Accidents 1921	2,217	5	1,211	1	182	8	560	1	120	1	98	2	28
	Grand Total Non-Train Accidents 1920	3,209	4	1,742	1	298	8	819		147	8	161	4	16
	Grand Total Non-Train Accidents 1919	2,859	4	1,582		254	8	634		105	9	281	9	21

TABLE 20—COST OF COLLISIONS AND DERAILMENTS YEAR ENDED DECEMBER 31, 1922

PART 1—WITHIN THE STATE OF IOWA.

Number	Railway Companies	Average miles of road operated—single track—Iowa	Damage to equipment	Damage to track	Clearing wreck	Total cost	Average cost per mile of road operated—Iowa, 1922	Average cost per mile of road operated—Iowa, 1921
	STEAM ROADS							
1	Atchison, Topeka & Santa Fe Railway	19.89	$ 4,010.00	$ 222.00	$ 54.77	$ 4,286.77	$ 215.52	$ 421.46
2	Chicago, Burlington & Quincy Railroad	1,438.56	26,638.00	6,187.91	5,165.04	37,990.95	26.49	19.37
3	Chicago Great Western Railroad	776.41	44,339.55	6,854.55	4,685.75	55,860.85	71.94	68.91
4	Chicago, Milwaukee & St. Paul Railway	1,928.50	35,547.96	14,818.35	6,863.77	57,230.08	29.67	52.31
5	Chicago & North Western Railway	1,634.09	41,667.00	19,266.15	3,338.53	64,271.68	39.33	62.36
6	Chicago, St. Paul, Minn. & Omaha Railway	102.04	8,019.20	13,716.96	3,633.00	25,369.15	248.61	156.07
7	Chicago, Rock Island & Pacific Railway	2,284.23	85,071.00	6,921.07	4,763.03	96,755.10	42.35	54.45
8	Great Northern Railway	77.86	25.00		25.00	50.00	.64	55.57
9	Illinois Central Railroad	718.14	40,836.60	3,544.89	7,427.63	51,809.21	72.14	47.43
10	Minneapolis & St. Louis Railroad	887.17	7,116.69	4,901.33	3,394.36	15,412.38	17.37	69.43
11	Union Pacific Railroad	2.46	920.00	40.00	17.00	977.00	397.15	396.91
12	Wabash Railway	208.96	2,641.00	1,231.00	747.00	4,619.00	22.10	13.33
	Total	10,078.31	$ 296,813.09	$ 77,704.20	$ 40,114.88	$ 414,632.17	$ 41.14	$ 53.17
	ELECTRIC COMPANIES							
1	Iowa Railway & Light Co.	44.49	$ 8,000.00		$ 3,000.00	$ 11,000.00	$ 247.25	
	TERMINAL COMPANIES							
1	Des Moines Union	6.36	$ 500.00		$ 32.00	$ 532.00	$ 83.64	$ 80.98

STATISTICS

OF

Electric Interurban Railways

For the Year Ended December 31, 1922

TABLE 1—ROAD OPERATED AT CLOSE OF YEAR

Number	Electric Interurbans	Mileage of Road Operated—Single Track: Line Owned: Main Line	Line Owned: Branches and spurs	Line Operated: Under lease	Line Operated: Under contract	Line Operated: Under trackage rights	Total: Single track mileage	Mileage of Road Operated—All Tracks: Single track	Second track	Sidings and turnouts	Tracks in car-houses, shops, etc.	Total all tracks	Mileage of Road Owned—All Tracks: First Track: Main line	First Track: Branches and spurs	Second track	Sidings and turnouts	Tracks in car-houses, shops, etc.	Total all tracks	Changes during year—all tracks
1	Albia Light & Railway Co.	8.94	------	------	------	------	8.94	8.94	------	------	------	8.94	8.94	------	------	------	------	8.94	*1.06
2	Cedar Rapids & Marion City Ry.	2.80	------	------	------	------	2.80	2.80	------	------	------	2.80	2.80	------	------	------	------	2.80	------
3	Charles City Western Ry.	23.35	------	------	------	.23	23.58	23.58	------	4.16	------	27.74	23.35	------	------	4.16	------	27.51	------
4	Clinton, Davenport & Muscatine Ry.	67.93	------	------	------	6.71	74.64	74.64	3.77	5.73	1.18	85.32	67.93	------	------	5.73	1.18	74.84	10.28
5	Colfax Springs Railway	1.00	------	------	------	------	1.00	1.00	------	------	------	1.00	1.00	------	------	------	------	1.00	------
6	Ft. Dodge Des Moines & So. R. R.	144.91	4.90	1.37	------	.84	152.02	152.02	------	36.26	------	188.28	144.91	4.90	------	33.93	------	183.74	------
7	Des Moines & Central Iowa R. R.	59.72	------	------	------	7.92	67.64	67.64	7.70	23.65	------	98.99	59.72	------	3.26	20.67	------	83.65	*1.54
8	Iowa Railway & Light Co.	44.49	------	------	------	------	44.49	44.49	------	9.75	.06	54.30	44.49	------	------	9.75	.06	54.30	1.07
9	Iowa Southern Utilities Co.	29.62	------	------	.81	------	30.43	30.43	------	3.31	.13	33.87	30.43	------	------	3.31	.13	33.87	.81
10	Mason City & Clear Lake R. R.	16.06	------	------	------	------	16.06	16.06	------	5.23	.31	21.60	16.06	------	------	5.23	.31	21.60	------
11	Oskaloosa & Buxton Electric Ry.	------	------	------	------	------	------	------	------	------	------	------	2.30	------	------	------	------	2.30	------
12	Oskaloosa Traction & Light Co.	------	------	2.30	------	------	2.30	2.30	------	------	------	2.30	------	------	------	------	------	------	------
13	Tama & Toledo R. R.	3.49	------	------	------	------	3.49	3.49	------	.26	------	3.75	3.49	------	------	.26	------	3.75	------
14	Waterloo, Cedar Falls & N. Ry.	108.30	2.83	------	------	1.04	112.17	112.17	5.50	20.99	.34	139.09	108.30	2.83	5.59	19.94	.34	137.00	1.01
	Total, 1922	510.61	7.73	3.67	.81	16.74	539.56	539.56	17.06	109.34	2.02	667.98	513.72	7.73	8.85	102.98	2.02	635.30	10.57
	Total, 1921	502.23	7.73	2.30	------	18.92	531.18	530.95	16.31	109.80	1.21	658.27	512.26	------	8.27	102.99	1.21	624.73	------
	Increase or Decrease 1922	8.38	------	1.37	.81	*2.18	8.38	8.61	.75	*.45	.81	9.72	1.46	7.73	.58	*.01	.81	10.57	------

*Decrease.

TABLE 2—CAPITAL STOCK

PART 1—AUTHORIZED AND ISSUED.

Number	Electric Interurbans	Par Value of Amount Authorized: Common	Preferred	Total	Par Value of Amount Nominally But Not Actually Issued to Close of Year: Common	Total	Par Value of Total Amount Actually Issued to Close of Year: Common	Preferred	Total
1	Albia Light & Railway Co.	$ 400,000.00	$ 100,000.00	$ 500,000.00	----------	----------	----------	----------	----------
2	Cedar Rapids & Marion City Ry.	----------	----------	----------	----------	----------	----------	----------	----------
3	Charles City Western Ry.	300,000.00	----------	300,000.00	$ 9,600.00	$ 9,600.00	290,400.00	----------	290,400.00
4	Clinton, Davenport & Muscatine Ry.	1,725,000.00	----------	1,725,000.00	----------	----------	1,725,000.00	----------	1,725,000.00
5	Colfax Springs Railway	25,000.00	----------	25,000.00	----------	----------	25,000.00	----------	25,000.00
6	Ft. Dodge Des Moines & So. R. R.	3,500,000.00	2,000,000.00	5,500,000.00	----------	----------	2,634,000.00	$ 1,363,100.00	3,997,100.00
7	Des Moines & Central Iowa R. R.	1,200,000.00	----------	1,200,000.00	----------	----------	1,160,000.00	----------	1,160,000.00
8	Iowa Railway & Light Co.	3,000,000.00	7,000,000.00	10,000,000.00	----------	----------	1,700,000.00	4,236,055.69	5,936,055.69
9	Iowa Southern Utilities Co.	5,000,000.00	5,000,000.00	10,000,000.00	----------	----------	580,000.00	550,800.00	1,130,800.00
10	Mason City & Clear Lake R. R.	400,000.00	----------	400,000.00	----------	----------	400,000.00	----------	400,000.00
11	Oskaloosa & Buxton Electric Ry.	500,000.00	----------	500,000.00	----------	----------	171,084.66	----------	171,084.66
12	Oskaloosa Traction & Light Co.	300,000.00	----------	300,000.00	----------	----------	300,000.00	----------	300,000.00
13	Tama & Toledo R. R.	100,000.00	----------	100,000.00	----------	----------	23,300.00	----------	23,300.00
14	Waterloo, Cedar Falls & N. Ry.	3,335,000.00	1,665,000.00	5,000,000.00	----------	----------	2,513,000.00	1,512,175.00	4,025,175.00
	Total	$19,785,000.00	$15,765,000.00	$35,550,000.00	$ 9,600.00	$ 9,600.00	$11,521,784.66	$ 7,662,130.69	$19,183,915.35

TABLE 2—CAPITAL STOCK

PART 2—RETIRED AND CANCELLED, OUTSTANDING AND ACTUALLY ISSUED PRIOR TO PRESENT YEAR.

Number	Electric Interurbans	Par Value of Total Amount Retired and Cancelled After Actual Issue			Par value of total amount reacquired after actual issue and held alive	Par Value of Amount Actually Outstanding at Close of Year			Stocks Actually Issued Prior to Present Year Par Value		
		Common	Preferred	Total	Preferred	Common	Preferred	Total	Common	Preferred	Total
1	Albia Light & Ry. Co.					$ 400,000.00	$ 100,000.00	$ 500,000.00	$ 400,000.00	$ 100,000.00	$ 500,000.00
2	C. R. & M. City Ry.										
3	Charles City Western Ry.					290,400.00		290,400.00	290,400.00		290,400.00
4	Clinton, Dav. & Mus. Ry.					1,725,000.00		1,725,000.00	1,725,000.00		1,725,000.00
5	Colfax Springs Railway					25,000.00		25,000.00	25,000.00		25,000.00
6	F. D., D. M. & S. R. R.					2,634,000.00	1,363,100.00	3,997,100.00	2,634,000.00	1,363,100.00	3,997,100.00
7	D. M. & C. Ia. R. R. Co.					1,160,000.00		1,160,000.00	1,160,000.00		1,160,000.00
8	Ia. Ry. & Light Co.				$ 1,100.00	1,700,000.00	4,234,955.69	5,934,955.69	1,700,000.00	4,085,200.47	5,785,200.47
9	Iowa So. Utilities Co.					580,000.00	550,800.00	1,130,800.00	580,000.00	393,800.00	973,800.00
10	M. C. & C. L. R. R.					400,000.00		400,000.00	400,000.00		400,000.00
11	Oska. & B. Elec. Ry. Co.	$ 184.66		$ 184.66		170,900.00		170,900.00	171,084.66		171,084.66
12	Oska. Trac. & Light Co.					300,000.00		300,000.00	300,000.00		300,000.00
13	Tama & Toledo R. R.					23,300.00		23,300.00	22,800.00		22,800.00
14	W., C. F. & N. Ry.	179,950.00	$848,175.00	1,028,125.00		2,333,050.00	664,000.00	2,997,050.00	2,513,000.00	1,512,175.00	4,025,175.00
	Total	$180,134.66	$848,175.00	$1,028,309.66	$ 1,100.00	$11,741,650.00	$ 6,912,855.69	$18,654,505.69	$11,921,284.66	$ 7,454,275.47	$19,375,560.13

TABLE 2—CAPITAL STOCK

PART 3—STOCKS ACTUALLY ISSUED PRIOR TO PRESENT YEAR—Continued—AND ISSUED DURING PRESENT YEAR.

Number	Electric Interurbans	Stocks Actually Issued Prior to Present Year							Stocks Actually Issued During Present Year—Par Value	
		Cash Received as Consideration for Issue			Cash Value of Other Property Acquired as Consideration for Issue			Net Total Discounts		
		Common	Preferred	Total	Common	Preferred	Total	Preferred	Preferred	Total
1	Albia Light & Railway Co.				$ 400,000.00	$ 100,000.00	$ 500,000.00			
2	Cedar Rapids & Marion City Ry.									
3	Charles City Western Ry.	$ 290,400.00		$ 290,400.00						
4	Clinton, Davenport & Mus. Ry.				1,725,000.00		1,725,000.00			
5	Colfax Springs Railway	25,000.00		25,000.00						
6	Ft. Dodge Des Moines & So. R. R.	500,000.00	159,260.00	659,260.00	2,134,000.00	1,200,000.00	3,334,000.00	$ 3,840.00		
7	Des Moines & Central Iowa R. R.									
8	Iowa Railway & Light Co.	1,700,000.00	4,085,200.47	5,785,200.47					$ 149,755.22	$ 149,755.22
9	Iowa Southern Utilities Co.	580,000.00	393,800.00	973,800.00					157,000.00	157,000.00
10	Mason City & Clear Lake R. R.	400,000.00		400,000.00						
11	Oskaloosa & Buxton Electric Ry.	171,084.66		171,084.66						
12	Oskaloosa Traction & Light Co.	300,000.00		300,000.00						
13	Tama & Toledo R. R.	22,800.00		22,800.00					*500.00	*500.00
14	Waterloo, Cedar Falls & N. Ry.	2,513,000.00	1,512,175.00	4,025,175.00						
	Total	$ 6,502,284.66	$ 6,150,435.47	$12,652,720.13	$ 4,259,000.00	$ 1,300,000.00	$ 5,559,000.00	$ 3,840.00	$ 307,255.22	$ 307,255.22

*Common stock.

TABLE 2—CAPITAL STOCK

PART 4—STOCKS ACTUALLY ISSUED DURING PRESENT YEAR—Continued—AND DIVIDENDS DECLARED

Number	Electric Interurbans	Cash received as consideration for issue—Preferred	Cash value of other property acquired as consideration for issue	Total	Dividends Declared: Rate: Common	Rate: Preferred	Amount of Dividend: Common	Amount of Dividend: Preferred	Amount of Dividend: Total
1	Albia Light & Railway Co.								
2	Cedar Rapids & Marion City Ry.								
3	Charles City Western Ry.								
4	Clinton, Davenport & Muscatine Ry.								
5	Colfax Springs Railway								
6	Ft. Dodge Des Moines & So. R. R.								
7	Des Moines & Central Iowa R. R.								
8	Iowa Railway & Light Co.	$ 149,755.22		$ 149,755.22	6%	7%	$ 102,000.00	$ 289,375.69	$ 391,375.69
9	Iowa Southern Utilities Co.	7,000.00	$ 150,000.00	157,000.00	5%	*8%	29,000.00	37,274.44	66,274.44
10	Mason City & Clear Lake R. R.				1½%		6,000.00		6,000.00
11	Oskaloosa & Buxton Electric Ry.								
12	Oskaloosa Traction & Light Co.				9.03%		27,098.55		27,098.55
13	Tama & Toledo R. R.	*500.00		*500.00					
14	Waterloo, Cedar Falls & N. Ry.								
	Total	$ 157,255.22	$ 150,000.00	$ 307,255.22			$ 164,098.55	$ 326,650.13	$ 490,748.68

*March 28, 1922 declared 2% dividend on $395,200 preferred stock, amount $7,888.72; June 20, 1922 declared 2% dividend on $407,000 preferred stock, amount $8,137.78; September 12, 1922 declared 2% dividend on $512,500 preferred stock, amount $10,240.68; December 29, 1922 declared 2% dividend on $550,900 preferred stock, amount $11,007.33.

*Common stock.

TABLE 3—FUNDED DEBT

PART 1—TOTAL UNMATURED FUNDED DEBT OTHER THAN EQUIPMENT OBLIGATIONS

Electric Interurbans	Total par value of indebtedness authorized	Extent of authorization cancelled or revoked	Par Value of Evidences of Debt: Nominally but actually issued	Actually issued to close of year	Reacquired after actual issue and cancelled	Reacquired after actual issue and held alive at close of year	Actually outstanding at close of year	Evidences of Debt Actually Issued Prior to Present Year: Par value of total amount	Cash received as consideration for issue	Cash value of other property acquired as consideration for issue
Albia Light & Ry. Co.	$ 500,000.00			$ 500,000.00			$ 500,000.00	$ 400,000.00	$ 381,250.00	
C. R. & M. C. Ry.										
Charles City Western Ry.	1,000,000.00		$ 384,000.00	183,998.40			183,998.40			
Clin., Dav. & Mus. Ry.	1,200,000.00		137,000.00	1,063,000.00			1,063,000.00	1,063,000.00		$1,063,000.00
Colfax Springs Ry.										
Ft. D., D. M. & S. R. R.	6,202,854.25			6,202,854.25	$ 379,000.00		5,823,854.25	5,952,854.25	999,261.51	4,829,000.00
D. M. & C. I. R. R.	2,412,000.00		966,000.00	1,446,000.00			1,446,000.00	1,446,000.00	1,421,000.00	
Ia. Railway & Light Co.	12,575,877.99	$545,000.00	265,000.00	9,102,877.99	1,455,860.00		7,647,017.99	8,613,849.99	7,829,651.86	72,500.00
Iowa So. Util. Co.	3,010,500.00	150,000.00	40,000.00	2,132,500.00	100,900.00		2,031,600.00	1,785,100.00	1,669,260.19	10,500.00
M. C. & C. L. R. R.	2,500,000.00		2,178,000.00	322,000.00	6,000.00		316,000.00	322,000.00	320,390.00	
Osk. & Bux. Elec. Ry.	1,500,000.00			42,000.00			42,000.00	42,000.00	16,547.00	23,000.00
Osk. Trac. & Light Co.	1,800,000.00			471,000.00	265,000.00		206,000.00	206,000.00	181,982.43	
Tama & Toledo R. R.	150,000.00			25,000.00			25,000.00	25,000.00	25,000.00	
W., C. F. & N. Ry.	22,546,075.00		2,202,000.00	7,319,075.00		$2,202,000.00	7,319,075.00		5,878,400.00	286,075.00
Total	$55,397,307.24	$695,000.00	$6,172,000.00	$28,810,305.64	$2,206,760.00	$2,202,000.00	$26,603,545.64	$19,855,804.24	$18,722,742.93	$6,284,075.00

TABLE 3—FUNDED DEBT

PART 2—TOTAL UNMATURED FUNDED DEBT OTHER THAN EQUIPMENT OBLIGATIONS—Continued

Number	Electric Interurbans	Evidence of Debt Actually Issued During Present Year: Par value of total amount	Cash received as consideration for issue	Cash value of other property acquired as consideration for issue	Total discount on actual issues of prior years	Discount on actual issues of present year	Discounts written off to income or profit and loss during year	Discounts extinguished to close of year—charged to operating expense, income or profit and loss	Amount of interest accrued during year, charged to income	Amount of interest paid during year
1	Albia Light & Railway Co.	$ 100,000.00	$ 71,680.00		$ 18,750.00	$ 28,320.00	$ 750.00	$ 750.00	$ 22,500.00	$ 22,500.00
2	Cedar Rapids & Marion City Ry									
3	Charles City Western Ry.	183,998.40	183,998.40						11,040.00	11,040.00
4	Clinton, Davenport & Mus. Ry.								53,150.00	53,150.00
5	Colfax Springs Railway									
6	Ft. Dodge Des Moines & So. R. R.	250,000.00	187,500.00		102,036.23	63,007.50	8,105.02	35,453.31	275,908.08	276,350.00
7	Des Moines & Central Iowa R. R.				45,806.82		4,589.68	38,482.82	55,197.50	60,178.75
8	Iowa Railway & Light Co.	489,028.00	440,975.67		711,698.19	48,052.33	48,906.88	305,375.91	428,904.62	421,443.25
9	Iowa Southern Utilities Co.	547,400.00	329,049.85		105,339.81	18,350.15	7,793.09	81,549.56	127,395.60	127,905.00
10	Mason City & Clear Lake R. R.				1,610.00			1,610.00	18,960.00	18,960.00
11	Oskaloosa & Buxton Electric Ry.				2,453.00		122.65	122.65	2,520.00	2,520.00
12	Oskaloosa Traction & Light Co.				22,962.37		1,186.31	5,167.99	22,460.00	22,385.00
13	Tama & Toledo R. R.								2,730.00	
14	Waterloo, Cedar Falls & N. Ry.				1,134,600.01		50,004.36		381,560.04	1,775.00
	Total	$ 1,570,426.40	$ 1,213,202.92		$ 2,165,346.42	$ 157,819.98	$ 121,546.99	$ 468,522.14	$ 1,442,035.93	$ 1,038,007.00

TABLE 3—FUNDED DEBT

PART 3—EQUIPMENT OBLIGATIONS

Number	Electric Interurbans	Contract price of equipment acquired	Cash paid on acceptance of equipment	Total amount of obligations actually issued	Rate of interest per annum	Actually outstanding obligations unmatured at close of year	Interest accrued during year, charged to income	Amount of interest paid during year
1	Albia Light & Railway Co.							
2	Cedar Rapids & Marion City Ry.							
3	Charles City Western Ry.							
4	Clinton, Davenport & Muscatine Ry.							
5	Colfax Springs Railway							
6	Ft. Dodge Des Moines & So. R. R.							
7	Des Moines & Central Iowa R. R.							
8	Iowa Railway & Light Co.	$ 272,995.00	$ 105,578.75	$ 167,416.25	6%		$ 1,340.90	$ 2,678.42
9	Iowa Southern Utilities Co.							
10	Mason City & Clear Lake R. R.							
11	Oskaloosa & Buxton Electric Ry.							
12	Oskaloosa Traction & Light Co.							
13	Tama & Toledo R. R.							
14	Waterloo, Cedar Falls & N. Ry.	273,234.06	49,920.00	244,573.50	5, 6½, 7%	$ 105,982.81	5.83	5.83
	Total	$ 546,229.06	$ 155,498.75	$ 411,989.75		$ 105,982.81	$ 1,346.73	$ 2,684.25

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT

PART 1—WAY AND STRUCTURES, EQUIPMENT AND POWER DURING YEAR

Number	Electric Interurbans	Way and Structures			Equipment			Power		
		Investment in new lines and extensions during year	Investment in additions and betterments during year	Total investment during year	Investment in new lines and extensions during year	Investment in additions and betterments during year	Total investment during year	Investment in new lines and extensions during year	Investment in additions and betterments during year	Total investment during year
1	Albia Light & Railway Co.	$ 108,360.18		$ 108,360.18	$ 1,601.87		$ 1,601.87	$ 21,528.83		$ 21,528.83
2	Cedar Rapids & Marion City Ry.									
3	Charles City Western Ry.		$ 1,446.28	1,446.28		$ 4.16	4.16			
4	Clinton, Davenport & Muscatine Ry.		9,618.24	9,618.24		3,445.06	3,445.06		$ 3.20	3.20
5	Colfax Springs Railway									
6	Ft. Dodge Des Moines & So. R. R.		10,137.44	10,137.44		98,717.10	98,717.10		13,714.61	13,714.61
7	Des Moines & Central Iowa R. R.		*1,538.46	*1,538.46		4,036.04	4,036.04		1,647.51	1,647.51
8	Iowa Railway & Light Co.		53,096.24	53,096.24		*32,224.59	*32,224.59		108,143.48	108,143.48
9	Iowa Southern Utilities Co.		3,347.55	3,347.55		6,106.77	6,106.77		4,008.77	4,008.77
10	Mason City & Clear Lake R. R.		4,123.49	4,123.49		561.82	561.82			
11	Oskaloosa & Buxton Electric Ry.									
12	Oskaloosa Traction & Light Co.		2,133.99	2,133.99						
13	Tama & Toledo R. R.		3,928.35	3,928.35						
14	Waterloo, Cedar Falls & N. Ry.	577,896.03	18,307.74	596,203.77		162,181.29	162,181.29		69,380.88	69,380.88
	Total	$ 686,256.21	$ 104,600.86	$ 790,857.07	$ 1,601.87	$ 242,827.65	$ 244,429.52	$ 21,528.83	$ 196,988.45	$ 218,517.28

*Credit.

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT

PART 2—GENERAL AND MISCELLANEOUS AND GRAND TOTAL

Number	Electric Interurbans	General and Miscellaneous			Grand Total		
		Investment in new lines and extensions during year	Investment in additions and betterments during year	Total investment during year	Investment in new lines and extensions during year	Investment in additions and betterments during year	Total investment during year
1	Albia Light & Railway Co.	$ 933.60		$ 933.60	$ 132,424.48		$ 132,424.48
2	Cedar Rapids & Marion City Ry.						
3	Charles City Western Ry.					$ 1,450.44	1,450.44
4	Clinton, Davenport & Muscatine Ry.		$ 990.92	990.92		14,057.42	14,057.42
5	Colfax Springs Railway						
6	Ft. Dodge Des Moines & So. R. R.		530.77	530.77		123,099.92	123,099.92
7	Des Moines & Central Iowa R. R.					4,145.09	4,145.09
8	Iowa Railway & Light Co.		214,904.93	214,904.93		343,920.06	343,920.06
9	Iowa Southern Utilities Co.					13,553.09	13,553.09
10	Mason City & Clear Lake R. R.		182.00	182.00		4,867.31	4,867.31
11	Oskaloosa & Buxton Electric Ry.						
12	Oskaloosa Traction & Light Co.		10,392.19	10,392.19		12,526.18	12,526.18
13	Tama & Toledo R. R.					3,928.35	3,928.35
14	Waterloo, Cedar Falls & N. Ry.		115,280.68	115,280.68	577,896.03	365,150.59	943,046.62
	Total	$ 933.60	$ 342,281.49	$ 343,215.09	$ 710,320.51	$ 886,698.45	$ 1,597,018.96

TABLE 4—INVESTMENT IN ROAD AND EQUIPMENT

PART 3—AT CLOSE OF YEAR

Number	Electric Interurbans	Investment in Road and Equipment at Close of Year: Investment to December 31, 1908	Investment from December 31, 1908 to June 30, 1914	Investment since June 30, 1914	Total investment in road and equipment	Length of road owned	Average investment per mile of road owned
1	Albia Light & Railway Co.			$ 1,020,925.49	$ 1,020,925.49	8.94	
2	Cedar Rapids & Marion City Ry.						
3	Charles City Western Ry.		$ 426,249.95	281,054.23	707,304.18	23.35	$ 30,291.40
4	Clinton, Davenport & Muscatine Ry.	$ 1,363,394.91	1,038,659.36	85,166.34	2,487,220.61	58.32	42,647.82
5	Colfax Springs Railway	26,566.82	186.70		26,753.52	1.00	26,753.52
6	Ft. Dodge Des Moines & So. R. R.		7,327,458.01	2,976,506.58	10,303,964.59	149.81	68,780.22
7	Des Moines & Central Iowa R. R.	2,460,382.92	346,516.30	709,736.72	3,516,635.94	59.72	58,886.40
8	Iowa Railway & Light Co.	3,290,686.28	3,095,764.31	4,826,473.29	11,212,923.88	44.49	252,032.46
9	Iowa Southern Utilities Co.		289,148.70	824,178.30	1,113,327.00	29.62	37,587.00
10	Mason City & Clear Lake R. R.		701,902.11	313,777.56	1,015,679.67	16.06	63,242.82
11	Oskaloosa & Buxton Electric Ry.		103,381.93	18,405.70	121,787.63	2.30	52,977.23
12	Oskaloosa Traction & Light Co.		692,837.51	146,920.39	839,757.90	5.93	
13	Tama & Toledo R. R.			148,203.43	148,203.43	3.497	42,380.16
14	Waterloo, Cedar Falls & N. Ry.	2,441,886.86	4,653,505.83	2,409,333.31	9,504,726.00	111.13	85,527.99
	Total	$ 9,582,917.79	$18,675,610.71	$13,760,681.34	$42,019,209.84	514.167	

TABLE 5—INCOME ACCOUNT

PART 1—OPERATING INCOME

Number	Electric Interurbans	Railway operating revenues	Railway operating expenses	Net revenues railway operations	Auxiliary Operations: Revenues	Auxiliary Operations: Expenses	Auxiliary Operations: Net revenue	Net operating revenues	Taxes assignable to railway operations	Operating income
1	Albia Light & Railway Co.	$ 15,429.38	$ 15,466.54	$ *37.16				$ *37.16	$ 4,538.57	$ *4,575.73
2	Cedar Rapids & Marion City Ry.	68,938.52	56,743.91	12,194.61				12,194.61	5,403.56	6,791.05
3	Charles City Western Ry.	68,611.70	57,682.87	10,928.83				10,928.83	7,077.18	3,851.65
4	Clinton, Davenport & Muscatine Ry.	351,320.67	288,841.49	62,479.18	$ 122,343.87	$ 84,535.11	$ 37,808.76	100,287.94	23,587.74	76,700.20
5	Colfax Springs Railway		90.96	*90.96				*90.96		*90.96
6	Ft. Dodge Des Moines & So. R. R.	1,791,925.87	1,393,015.01	398,910.86	393,249.66	207,825.79	185,423.87	584,334.73	64,393.36	519,941.37
7	Des Moines & Central Iowa R. R.	640,982.06	572,315.67	68,666.39				68,666.39	23,900.00	44,766.39
8	Iowa Railway & Light Co.	494,535.15	368,412.12	126,123.03	2,276,041.04	1,302,897.55	973,143.49	1,099,266.52	27,000.00	1,072,266.52
9	Iowa Southern Utilities Co.	169,187.27	120,255.05	48,932.22	17,262.20	13,314.89	3,947.31	52,879.53	12,864.01	40,015.52
10	Mason City & Clear Lake R. R.	186,043.85	128,477.32	57,566.53	12,657.63	10,882.00	1,775.63	59,342.16	12,308.94	47,033.22
11	Oskaloosa & Buxton Electric Ry.									
12	Oskaloosa Traction & Light Co.	27,084.09	28,132.68	*1,048.59	251,593.86	148,043.52	103,550.34	102,501.75	23,852.36	78,649.39
13	Tama & Toledo R. R.	13,698.73	17,503.15	*3,804.42				*3,804.42	210.00	*4,014.42
14	Waterloo, Cedar Falls & N. Ry.	841,216.72	724,337.31	116,879.41				116,879.41	55,188.05	61,691.36
	Total	$4,668,974.01	$3,771,274.08	$897,699.93	$3,073,148.26	$1,767,498.86	$1,305,649.40	$2,203,349.33	$260,323.77	$1,943,025.56

*Deficit.

TABLE 5—INCOME ACCOUNT

PART 2—NONOPERATING INCOME AND GROSS INCOME

Number	Electric Interurbans	Income from lease of road	Miscellaneous rent income	Net income from miscellaneous physical property	Dividend income	Income from funded securities	Income from unfunded securities and accounts	Miscellaneous income	Total nonoperating income	Gross income
1	Albia Light & Railway Co.			$ 27,816.57					$ 27,816.57	$ 23,240.84
2	Cedar Rapids & Marion City Ry.									6,791.06
3	Charles City Western Ry.									3,851.65
4	Clinton, Davenport & Muscatine Ry.		$ 1,600.00	222.00		$ 300.55			2,122.55	78,822.75
5	Colfax Springs Railway	$ 1,999.92	25.20						2,025.12	1,934.16
6	Ft. Dodge Des Moines & So. R. R.			8,966.62			$ 6,534.41	$ 2,751.37	18,252.40	538,193.77
7	Des Moines & Central Iowa R. R.						2,263.66	789.50	3,053.16	47,819.55
8	Iowa Railway & Light Co.		3,143.30	144,319.84	$ 9,543.65	2,702.36	13,756.36	3,101.12	176,566.63	1,248,833.15
9	Iowa Southern Utilities Co.			222,092.67					222,092.67	262,108.19
10	Mason City & Clear Lake R. R.						182.00	1.68	183.68	47,216.90
11	Oskaloosa & Buxton Electric Ry.						3,116.32		3,116.32	3,116.32
12	Oskaloosa Traction & Light Co.									78,649.39
13	Tama & Toledo R. R.									*4,014.42
14	Waterloo, Cedar Falls & N. Ry.		2,236.20				1,643.93	1,457.14	5,337.27	67,028.63
	Total	$ 1,999.92	$ 7,004.70	$ 403,417.70	$ 9,543.65	$ 3,002.91	$27,496.68	$ 8,100.81	$ 460,566.37	$ 2,403,591.93

*Deficit.

TABLE 5—INCOME ACCOUNT

PART 3—DEDUCTIONS FROM GROSS INCOME AND PROFIT AND LOSS BALANCE

Number	Electric Interurbans	Deductions From Gross Income: Miscellaneous rents and rents for leased road	Miscellaneous taxes	Interest on funded debt	Interest on unfunded debt	Amortization of discount on funded debt	Miscellaneous debits	Total deductions from gross income	Income balance transferred to profit and loss
1	Albia Light & Railway Co.		$ 3,660.11	$ 22,500.00	$ 1,199.96	$ 750.00		$ 28,110.07	$ *4,869.23
2	Cedar Rapids & Marion City Ry.								
3	Charles City Western Ry.	$ 12.00		11,040.00	8,651.04			19,703.04	*15,851.39
4	Clinton, Davenport & Muscatine Ry.			53,150.00	101,299.27		$ 500.82	154,950.09	*76,127.34
5	Colfax Springs Railway								1,934.16
6	Ft. Dodge Des Moines & So. R. R.	14,603.91		288,795.37	3,668.12	8,105.02	2,743.19	317,915.61	220,278.16
7	Des Moines & Central Iowa R. R.			95,197.50	27,680.77	4,589.68	974.95	128,442.90	*80,623.35
8	Iowa Railway & Light Co.		154,600.00	430,335.52	11,547.26	48,905.88		645,388.66	603,444.49
9	Iowa Southern Utilities Co.		12,235.99	127,945.60	12,958.09	7,793.09	2,349.24	163,282.10	98,826.09
10	Mason City & Clear Lake R. R.	12.00		42,870.45			300.00	43,182.45	4,034.45
11	Oskaloosa & Buxton Electric Ry.		21.00	5,621.26		122.65		5,764.91	*2,648.59
12	Oskaloosa Traction & Light Co.			25,811.16		1,186.31		26,997.47	51,651.92
13	Tama & Toledo R. R.			2,750.00	11,186.95			13,936.95	*17,951.37
14	Waterloo, Cedar Falls & N. Ry.	75.00		385,743.66	34,450.50	50,094.36	724.73	471,088.25	*404,059.62
	Total	$ 14,702.91	$ 170,517.10	$ 1,491,760.61	$ 212,641.96	$ 121,546.99	$ 7,592.93	$ 2,018,762.50	$ 378,028.38

*Debit.

TABLE 6—PROFIT AND LOSS STATEMENT

PART 1—DEBITS

Number	Electric Interurbans	Debit balance at beginning of year	Debit balance transferred from income account	Appropriation of surplus to sinking fund and other reserves	Dividend appropriation of surplus	Miscellaneous appropriations of surplus	Loss on road and equipment retired	Delayed income debits	Miscellaneous debits	Credit balance carried to balance sheet
1	Albia Light & Railway Co.	$ 646.78	$ 4,869.23						$10,674.07	
2	Cedar Rapids & Marion City Ry.									
3	Charles City Western Ry.	51,432.45	15,851.39			$ 18.00			10.00	
4	Clinton, Davenport & Muscatine Ry.	412,665.89	76,127.34					$ 529.76	118.52	
5	Colfax Springs Railway	8,470.06								
6	Ft. Dodge Des Moines & So. R. R.			$ 33,794.20					2,211.89	$ 551,068.07
7	Des Moines & Central Iowa R. R.		80,623.35						1,199.78	
8	Iowa Railway & Light Co.			160,000.00	$ 391,375.69				16,661.85	600,594.31
9	Iowa Southern Utilities Co.				66,274.44				9,248.07	129,949.89
10	Mason City & Clear Lake R. R.				6,000.00					3,238.78
11	Oskaloosa & Buxton Electric Ry.		2,648.59			3,653.62				
12	Oskaloosa Traction & Light Co.				27,098.55	24,816.95				
13	Tama & Toledo R. R.	43,502.91	17,951.37							
14	Waterloo, Cedar Falls & N. Ry.	454,374.27	404,059.92						1,998.26	
	Total	$ 971,092.36	$ 602,130.89	$ 193,794.20	$ 490,748.68	$28,488.57		$ 529.76	$42,122.44	$ 1,284,851.03

TABLE 6—PROFIT AND LOSS STATEMENT

PART 2—DEBITS—Continued AND CREDITS

Number	Electric Interurbans	Debits	Credits							
		Total Debits	Credit balance at beginning of year	Credit balance transferred from income account	Profit on road and equipment sold	Delayed income credits	Donations	Miscellaneous credits	Debit balance carried to balance sheet	Total credits
1	Albia Light & Railway Co.	$ 16,190.08						$ 7,687.78	$ 8,502.30	$ 16,190.08
2	Cedar Rapids & Marion City Ry.								67,311.84	67,311.84
3	Charles City Western Ry.	67,311.84				$ 1,931.65		1,725.50	485,784.36	489,441.51
4	Clinton, Davenport & Muscatine Ry.	489,441.51							6,535.90	8,470.06
5	Colfax Springs Railway	8,470.06		$ 1,934.16				3,192.59		587,074.16
6	Ft. Dodge Des Moines & So. R. R.	587,074.16	$ 361,774.37	220,278.16	$ 1,829.04				7,910.49	81,823.13
7	Des Moines & Central Iowa R. R.	81,823.13	73,912.64					4,223.71		1,168,631.85
8	Iowa Railway & Light Co.	1,168,631.85	560,963.65	603,444.49						205,472.40
9	Iowa Southern Utilities Co.	205,472.40	106,646.31	98,826.09				57.09		9,238.78
10	Mason City & Clear Lake R. R.	9,238.78	5,147.24	4,034.45				6,302.21		6,302.21
11	Oskaloosa & Buxton Electric Ry.	6,302.21						263.58		51,915.50
12	Oskaloosa Traction & Light Co.	51,915.50		51,651.92					61,454.28	61,454.28
13	Tama & Toledo R. R.	61,454.28						*19,800.50	880,232.65	860,432.15
14	Waterloo, Cedar Falls & N. Ry.	860,432.15								
	Total	$ 3,613,757.95	$ 1,168,444.21	$ 980,169.27	$ 1,829.04	$ 1,931.65		$ 3,651.96	$ 1,517,731.82	$ 3,613,757.95

*Debit.

TABLE 7—RAILWAY OPERATING REVENUES

PART 1—REVENUE FROM TRANSPORTATION.

Number	Electric Interurbans	Passenger revenue	Baggage revenue	Parlor, sleeping, dining and special car revenue	Mail revenue	Express revenue	Milk revenue	Freight revenue	Switching revenue	Miscellaneous transportation revenue	Total revenue from transportation
1	Albia Light & Railway Co.	$ 14,177.90									$ 14,177.90
2	Cedar Rapids & Marion City Ry.	62,223.87				$ 6,585.05					68,808.92
3	Charles City Western Ry.	10,157.99	$ 56.64		$ 368.90			$ 56,684.27	$ 412.00		67,679.80
4	Clinton, Davenport & Muscatine Ry.	259,166.77	1,418.60	$ 30.00	2,149.62		$ 4,720.34	73,239.74	991.07	$ 295.25	342,011.39
5	Colfax Springs Railway										
6	Ft. Dodge Des Moines & So. R. R.	521,754.41	2,300.71	1,903.25	2,389.31	8,759.62		801,057.64	22,741.90		1,360,906.84
7	Des Moines & Central Iowa R. R.	164,069.48	387.95		893.87	2,257.01	7,820.65	364,409.99	28,280.22	7.50	568,126.67
8	Iowa Railway & Light Co.	254,874.54	1,076.35		1,236.93	5,442.19	3,670.04	200,903.10	8,654.90	232.32	476,090.37
9	Iowa Southern Utilities Co.	81,613.73	586.03		2,233.71	2,795.00		76,595.63	3,255.95		167,080.05
10	Mason City & Clear Lake R. R.	99,890.72	158.46	44.50	570.94		53.71	70,411.84	9,232.45		180,362.62
11	Oskaloosa & Buxton Electric Ry.										
12	Oskaloosa Traction & Light Co.	26,690.29			188.80						26,879.09
13	Tama & Toledo R. R.	6,623.64			664.42	2,734.59		3,086.99			13,109.64
14	Waterloo, Cedar Falls & N. Ry.	478,707.96	1,682.32		2,591.45	9,216.42	2,538.43	280,345.04	10,771.86		785,853.48
	Total	$ 1,979,951.30	$ 7,667.06	$ 1,977.75	$13,287.95	$37,789.88	$18,803.17	$ 1,936,734.24	$84,340.35	$ 535.07	$ 4,071,086.77

TABLE 7—RAILWAY OPERATING REVENUES

PART 2—REVENUE FROM OTHER RAILWAY OPERATIONS AND TOTAL REVENUES.

Number	Electric Interurbans	Revenue From Other Railway Operations										Total operating revenues
						Rent of						
		Station and car privileges	Parcel room receipts	Storage	Demurrage	Tracks and facilities	Equipment	Buildings and other properties	Power	Miscellaneous	Total revenue from other railway operations	
1	Albia Light & Railway Co.	$ 135.00				$ 1,116.48					$ 1,251.48	$ 15,429.38
2	Cedar Rapids & Marion City Ry.	116.82								$ 12.78	129.60	68,938.52
3	Charles City Western Ry.				$ 50.00		$ 881.90				931.90	68,611.70
4	Clinton, Davenport & Mus. Ry.	715.04	$ 180.00	$ 127.26	490.00	3,138.43	2,336.30	$ 2,320.50		1.75	9,309.28	351,320.67
5	Colfax Springs Railway											
6	Ft. Dodge, D. M. & S. R. R.	1,111.76	184.00	284.49	6,679.22		418,854.50	2,860.87		1,044.19	431,019.03	1,791,925.87
7	Des Moines & Central Iowa R. R.	609.50		210.60	6,006.23		17,214.45	299.25	$48,515.36		72,855.39	640,982.06
8	Iowa Railway & Light Co.	572.98		88.49	8,587.00	777.55	4,344.50	2,672.70		1,401.56	18,444.78	494,535.15
9	Iowa Southern Utilities Co.	218.56	75.30	17.60	1,194.76		465.00	136.00			2,107.22	169,187.27
10	Mason City & Clear Lake R. R.	390.00		2.10	306.00	600.00		4,383.13			5,681.23	186,043.85
11	Oskaloosa & Buxton Electric Ry.											
12	Oskaloosa Traction & Light Co.	205.00									205.00	27,084.09
13	Tama & Toledo R. R.	27.00						354.55		207.54	589.09	13,698.73
14	Waterloo, Cedar Falls & N. Ry.	1,411.94	821.50	472.69	1,615.00	237.43	31,124.00	959.50	18,700.58	.60	55,363.24	841,216.72
	Total	$ 5,513.60	$ 1,260.80	$ 1,203.23	$24,928.21	$ 5,889.89	$ 475,220.65	$13,986.50	$67,215.94	$ 2,668.42	$ 597,887.24	$ 4,668,974.01

TABLE 8—RAILWAY OPERATING EXPENSES AND OPERATING RATIO

Number	Electric Interurbans	Recapitulation of Expenses: Way and structures	Equipment	Power	Conducting transportation	Traffic	General and miscellaneous	Transportation for investment—credit	Grand total operating expenses	Operating ratio %
1	Albia Light & Railway Co.	$ 3,413.38	$ 1,573.28	$ 4,503.75	$ 3,084.08	$ 577.70	$ 2,314.35		$ 15,466.54	100.03
2	Cedar Rapids & Marion City Ry.	3,742.31	5,709.25	11,633.80	16,640.72	209.73	18,808.10		56,743.91	82.3108
3	Charles City Western Ry.	18,681.46	7,535.12	4,868.97	11,964.08	1,579.75	13,053.49		57,682.87	84.071
4	Clinton, Davenport & Muscatine Ry.	49,727.08	17,521.54	61,680.04	85,236.99	2,407.66	72,268.18		288,841.49	82.215
5	Colfax Springs Railway	9.52					81.44		90.96	
6	Ft. Dodge Des Moines & So. R. R.	176,857.44	361,638.66	258,715.02	373,284.40	19,126.52	203,392.97		1,393,015.01	77.738
7	Des Moines & Central Iowa R. R.	129,354.85	55,550.60	85,705.51	141,082.71	5,724.54	154,897.46		572,315.67	89.28
8	Iowa Railway & Light Co.	64,046.94	36,713.82	54,708.39	103,200.83	10,063.03	99,679.11		368,412.12	74.496
9	Iowa Southern Utilities Co.	34,217.86	6,982.51	17,186.81	31,394.75	2,916.37	27,556.75		120,255.05	71.077
10	Mason City & Clear Lake R. R.	16,076.63	17,502.32	17,144.01	44,251.93	1,160.00	32,342.43		128,477.32	69.06
11	Oskaloosa & Buxton Electric Ry.									
12	Oskaloosa Traction & Light Co.	5,607.86	2,419.94	5,273.69	11,547.27		3,193.92		28,132.68	103.87
13	Tama & Toledo R. R.	2,376.30	1,342.72	3,661.19	5,998.04	562.93	3,561.97		17,503.15	127.77
14	Waterloo, Cedar Falls & N. Ry.	88,594.59	86,820.90	144,552.77	216,962.33	14,357.27	177,582.61	†$4,533.16	724,337.31	86.105
	Total	$ 592,796.22	$ 601,310.66	$ 669,633.95	$ 1,044,648.13	$58,685.50	$ 808,732.78	†$4,533.16	$ 3,771,274.08	

†Debit.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 1—INVESTMENTS.

Number	Electric Interurbans	Road and Equipment	Sinking funds	Deposits in lieu of mortgaged property sold	Miscellaneous physical property	Investments in Affiliated Companies: Stocks	Bonds	Advances	Other Investments: Stocks	Bonds	Notes
1	Albia Light & Railway Co.	$ 1,020,925.49									
2	Cedar Rapids & Marion City Ry.										
3	Charles City Western Ry.	707,304.18									
4	Clinton, Davenport & Muscatine Ry.	2,487,220.61			$ 1,492,950.30						
5	Colfax Springs Railway	26,753.52									
6	Ft. Dodge Des Moines & So. R. R.	10,303,964.59			62,724.50	$ 150,756.00	$65,567.73	$ 37,338.62	$ 1,400.00		
7	Des Moines & Central Iowa R. R.	3,516,635.94			1,651.17				1.00	$ 2,000.00	
8	Iowa Railway & Light Co.	11,212,923.88	$ 246.51	$ 3,473.75	1,765,765.98	27,618.79	25,000.00		231,437.04	56,833.60	$54,031.21
9	Iowa Southern Utilities Co.	1,113,327.00	78.20		2,322,809.13				200.00		
10	Mason City & Clear Lake R. R.	1,015,679.67			5,794.00				250.00		
11	Oskaloosa & Buxton Electric Ry.	121,787.63				98,165.78		287,532.72			
12	Oskaloosa Traction & Light Co.	839,757.90	225.00								
13	Tama & Toledo R. R.	148,203.43									
14	Waterloo, Cedar Falls & N. Ry.	9,504,726.00				3,190.60		10,040.06			
	Total	$42,019,209.84	$ 549.71	$ 3,473.75	$ 5,651,695.08	$ 279,731.17	$90,567.73	$ 334,911.40	$ 233,288.04	$58,833.60	$54,031.21

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 2—INVESTMENTS—Continued—AND CURRENT ASSETS.

Number	Electric Interurbans	Other Investments		Total Investments			Current Assets				
		Advances	Miscellaneous	December 31, 1922	December 31, 1921	Increase or decrease, 1922	Cash	Special deposits	Loans and notes receivable	Miscellaneous accounts receivable	Materials and supplies
1	Albia Light & Railway Co.			$ 1,020,925.49	$ 913,501.01	$ 107,424.48	$ 2,697.79			$ 16,973.88	$ 9,071.55
2	Cedar Rapids & Marion City Ry.										
3	Charles City Western Ry.			707,304.18	705,853.74	1,450.44	404.50		$ 100.00	5,051.93	16,965.04
4	Clinton, Davenport & Muscatine Ry.			3,980,170.91	3,965,592.33	14,578.58	10,753.88			13,572.75	6,508.50
5	Colfax Springs Railway			26,753.52	26,753.52		187.27		550.00		
6	Ft. Dodge Des Moines & So. R. R.			10,621,751.44	10,519,437.37	102,314.07	175,836.92	$122,167.82	67.70	128,870.59	152,202.04
7	Des Moines & Central Iowa R. R.			3,520,288.11	3,514,143.02	6,145.09	91,582.61	6,954.35	5,427.27	59,876.80	2,738.08
8	Iowa Railway & Light Co.	$111,367.80		13,488,698.56	12,885,999.98	602,698.58	204,524.30	1,500.00	36,242.25	668,167.19	408,969.00
9	Iowa Southern Utilities Co.			3,436,414.33	2,848,706.40	587,707.93	16,454.85		1,918.59	106,182.59	72,914.42
10	Mason City & Clear Lake R. R.			1,021,723.67	1,021,972.30	*248.63	8,677.18	1,580.00		24,179.10	24,195.83
11	Oskaloosa & Buxton Electric Ry.			507,486.13	294,595.94	212,890.19		10,960.87		840.00	
12	Oskaloosa Traction & Light Co.			839,982.90	827,456.72	12,526.18	6,258.68	54,177.72		41,634.13	24,589.86
13	Tama & Toledo R. R.			148,203.43	144,275.08	3,928.35	515.35			1,845.83	725.35
14	Waterloo, Cedar Falls & N. Ry.			9,517,956.66	9,461,388.48	56,568.18	59,055.78	11,900.00		524,469.24	93,157.12
	Total	$111,367.80		$48,837,659.33	$47,129,675.89	$1,707,983.44	$576,949.20	$209,240.76	$44,305.81	$1,591,664.03	$812,126.88

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 3—CURRENT ASSETS—CONTINUED—AND DEFERRED ASSETS AND UNADJUSTED DEBITS.

Number	Electric Interurbans	Current Assets		Total Current Assets			Deferred Assets				Unadjusted Debits
								Total Deferred Assets			
		Interest, dividends and rents receivable	Other current assets	December 31, 1922	December 31, 1921	Increase or decrease, 1922	Other deferred assets	December 31, 1922	December 31, 1921	Increase or decrease, 1922	Rents and insurance premiums paid in advance
1	Albia Light & Railway Co.			$ 28,743.22	$ 14,149.44	$ 14,593.78					
2	Cedar Rapids & Mason City Ry.										$ 331.68
3	Charles City Western Ry.			22,521.56	26,851.75	*4,330.19					3,692.73
4	Clinton, Davenport & Muscatine Ry.		$ 182.50	31,107.63	32,188.93	*1,081.30					
5	Colfax Springs Railway			737.27	561.43	175.84					
6	Ft. Dodge Des Moines & So. R. R.	$ 60.28		579,205.35	487,097.96	92,107.39			$ 1,229.44	*$1,229.44	4,337.20
7	Des Moines & Central Iowa R. R.			166,579.11	223,523.25	*56,944.14					3,888.98
8	Iowa Railway & Light Co.		17,334.76	1,336,737.59	1,356,380.97	*19,643.38					30,911.39
9	Iowa Southern Utilities Co.			197,470.45	158,316.44	39,154.01					4,166.79
10	Mason City & Clear Lake R. R.			58,632.11	51,231.62	7,400.49					873.19
11	Oskaloosa & Buxton Electric Ry.			11,800.87	8,147.25	3,653.62					
12	Oskaloosa Traction & Light Co.			126,660.39	103,210.07	23,450.32					
13	Tama & Toledo R. R.			3,086.53	2,346.65	739.88					
14	Waterloo, Cedar Falls & N. Ry.			688,582.14	743,274.00	*54,691.86	219,138.69	219,138.69	218,196.98	941.71	3,531.09
	Total	$ 60.28	$17,517.26	$ 3,251,864.22	$ 3,207,279.76	$ 44,584.46	$ 219,138.69	$ 219,138.69	$ 219,426.42	$ *287.73	$ 51,733.06

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE

PART 4—UNADJUSTED DEBITS—Continued—AND GRAND TOTAL ASSETS.

Number	Electric Interurbans	Unadjusted Debits			Total Unadjusted Debits			Grand Total Assets		
		Discount on capital stock	Discount on funded debt	Other unadjusted debits	December 31, 1922	December 31, 1921	Increase or decrease, 1922	December 31, 1922	December 31, 1921	Increase or decrease, 1922
1	Albia Light & Railway Co.		$ 27,570.00		$ 27,570.00		$ 27,570.00	$ 1,077,238.71	$ 927,650.45	$ 149,588.26
2	Cedar Rapids & Marion City Ry.									
3	Charles City Western Ry.			$ 1,536.82	1,868.50	$ 1,757.15	111.35	731,694.24	734,462.64	*2,768.40
4	Clinton, Davenport & Muscatine Ry.			8,700.11	12,392.84	8,882.90	3,509.94	4,023,671.38	4,006,664.16	17,007.22
5	Colfax Springs Railway							27,490.79	27,314.95	175.84
6	Ft. Dodge Des Moines & So. R. R.	$3,840.00	129,680.42	389,656.21	527,513.83	471,886.93	55,626.90	11,728,470.62	11,479,651.70	248,818.92
7	Des Moines & Central Iowa R. R.		17,414.00	32,682.30	53,985.28	57,229.47	*3,244.19	3,740,852.50	3,794,895.74	*54,043.24
8	Iowa Railway & Light Co.		454,374.61	119,104.14	604,390.14	562,158.14	42,232.00	15,429,826.29	14,804,539.09	625,287.20
9	Iowa Southern Utilities Co.		92,120.40	6,034.89	102,322.08	91,355.22	10,966.86	3,736,206.86	3,098,378.06	637,828.80
10	Mason City & Clear Lake R. R.			2,518.83	3,392.02	4,272.92	*880.90	1,083,747.80	1,077,476.84	6,270.96
11	Oskaloosa & Buxton Electric Ry.		1,839.75		1,839.75	1,962.40	*122.65	521,126.75	304,705.59	216,421.16
12	Oskaloosa Traction & Light Co.		17,794.68	1,828.40	19,623.08	21,313.08	*1,690.00	986,266.37	951,979.87	34,286.50
13	Tama & Toledo R. R.			26.45	26.45	103.04	*76.59	151,316.41	146,724.77	4,591.64
14	Waterloo, Cedar Falls & N. Ry.		851,604.92	14,767.31	869,903.32	930,857.17	*60,953.85	11,295,580.81	11,353,716.63	*58,135.82
	Total	$3,840.00	$1,592,398.78	$576,855.46	$2,224,827.29	$2,151,778.42	$73,048.87	$54,533,489.53	$52,708,160.49	$1,825,329.04

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 5—CAPITAL STOCK, GOVERNMENT GRANTS AND LONG TERM DEBT.

Number	Electric Interurbans	Total Capital Stock			Government Grants in Aid of Construction		Long Term Debt		
		December 31, 1922	December 31, 1921	Increase or decrease, 1922	December 31, 1922	December 31, 1921	Funded debt unmatured	Notes	Open accounts
1	Albia Light & Railway Co.	$ 500,000.00	$ 500,000.00				$ 500,000.00		
2	Cedar Rapids & Marion City Ry.								
3	Charles City Western Ry.	290,400.00	290,400.00		$ 126,107.75	$ 126,107.75	183,998.40		
4	Clinton, Davenport & Muscatine Ry.	1,725,000.00	1,725,000.00				1,063,000.00	$ 1,230,113.97	$ 182,021.76
5	Colfax Springs Railway	25,000.00	25,000.00						
6	Ft. Dodge Des Moines & So. R. R.	3,997,100.00	3,997,100.00				5,823,854.25		
7	Des Moines & Central Iowa R. R.	1,160,000.00	1,160,000.00				1,446,000.00		
8	Iowa Railway & Light Co.	5,934,955.69	5,785,200.47	$ 149,755.22			7,647,017.99		
9	Iowa Southern Utilities Co.	1,130,800.00	973,800.00	157,000.00			2,031,600.00		
10	Mason City & Clear Lake R. R.	400,000.00	400,000.00				316,000.00	274,280.00	
11	Oskaloosa & Buxton Electric Ry.	170,900.00	170,900.00				42,000.00		240,391.46
12	Oskaloosa Traction & Light Co.	300,000.00	300,000.00				206,000.00		287,532.72
13	Tama & Toledo R. R.	23,300.00	22,800.00	500.00			25,000.00		159,600.18
14	Waterloo, Cedar Falls & N. Ry.	2,997,050.00	3,031,050.00	*34,000.00			7,425,057.81		
	Total	$18,654,505.69	$18,381,250.47	$273,255.22	$126,107.75	$126,107.75	$26,709,528.45	$1,504,393.97	$869,636.12

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 6—LONG TERM DEBT—Continued—AND CURRENT LIABILITIES.

Number	Electric Interurban	Total Long Term Debt			Current Liabilities						
		December 31, 1922	December 31, 1921	Increase or decrease, 1922	Loans and notes payable	Audited accounts and wages payable	Miscellaneous accounts payable	Matured interest, dividends and rents, unpaid	Matured funded debt, unpaid	Accrued interest, dividends and rents payable	Other current liabilities
1	Albia Light & Railway Co.	$ 500,000.00	$ 400,000.00	$ 100,000.00	$ 16,000.00	$ 30,002.39				$ 1,199.96	
2	Cedar Rapids & Marion City Ry.										
3	Charles City Western Ry.	183,998.40	183,998.40		140,000.00	7,160.54	$ 16,880.55			182.16	$ 513.83
4	Clinton, Davenport & Muscatine Ry	2,475,135.73	2,528,965.29	*53,829.56		20,207.16				192,441.02	
5	Colfax Springs Railway				9,026.69						
6	Ft. Dodge Des Moines & So. R. R.	5,823,854.25	5,627,854.26	195,999.99	5,403.00	201,718.68	29,519.56	$20,944.06		27,429.23	1.63
7	Des Moines & Central Iowa R. R.	1,446,000.00	1,455,000.00	*9,000.00	386,323.31	21,687.20	72,168.79	23,412.50	$6,000.00	29,348.92	
8	Iowa Railway & Light Co.	7,647,017.99	7,399,661.04	247,356.95	77,357.08	361,387.53	71,541.79			139,485.19	
9	Iowa Southern Utilities Co.	2,031,600.00	1,695,200.00	336,400.00	128,248.18	92,410.29	4,624.64			34,782.38	
10	Mason City & Clear Lake R. R.	590,280.00	588,280.00	2,000.00		3,043.57	31,194.77			7,148.03	
11	Oskaloosa & Buxton Electric Ry.	282,391.46	93,506.50	188,884.96			55,655.72			840.00	
12	Oskaloosa Traction & Light Co.	493,532.72	483,642.53	9,890.19			6,546.58			4,237.42	2,472.40
13	Tama & Toledo R. R.	184,690.18	161,804.61	22,885.57		1,126.19		2,375.00		375.00	
14	Waterloo, Cedar Falls & N. Ry.	7,425,057.81	7,452,820.79	*27,762.98	589,000.00	134,195.60		11,900.00		601,604.96	
	Total	$29,083,558.54	$28,070,733.42	$1,012,825.12	$1,351,358.26	$872,947.65	$288,132.40	$58,631.56	$6,000.00	$1,039,074.26	$2,987.86

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 7—CURRENT LIABILITIES—Continued—AND DEFERRED LIABILITIES AND UNADJUSTED CREDITS.

Number	Electric Interurbans	Total Current Liabilities			Deferred Liabilities				Unadjusted Credits		
						Total Deferred Liabilities					
		December 31, 1922	December 31, 1921	Increase or decrease, 1922	Other deferred liabilities	December 31, 1922	December 31, 1921	Increase or decrease, 1922	Tax liability	Insurance and casualty reserves	Operating reserves
1	Albia Light & Railway Co.	$ 47,202.35	$ 11,707.90	$ 25,494.45					$ 3,000.00		
2	Cedar Rapids & Marion City Ry.										
3	Charles City Western Ry.	164,746.08	154,476.46	10,269.62	$ 4,974.43	$ 4,974.43	$ 5,831.79	*$ 857.36	7,191.21		
4	Clinton, Davenport & Muscatine Ry.	212,648.18	68,024.14	144,624.04	1,458.93	1,458.93	2,373.67	*914.74	22,342.63		$ 17,085.86
5	Colfax Springs Railway	9,026.69	10,785.01	*1,758.32							
6	Ft. Dodge Des Moines & So. R. R.	285,016.16	492,657.22	*207,641.06	138,208.66	138,208.66	138,382.83	*174.17	55,327.50		2,048.21
7	Des Moines & Central Iowa R. R.	538,940.72	546,915.60	*7,974.88	41,699.27	41,699.27	45,572.90	*3,873.63	27,412.56		41,825.54
8	Iowa Railway & Light Co.	649,771.09	680,913.72	*31,142.63	33,816.25	33,816.25		33,816.25	166,464.96	$44,371.38	38,566.15
9	Iowa Southern Utilities Co.	260,065.49	180,873.26	79,192.23	7,943.33	7,943.33	9,988.03	*2,044.70	15,588.29	8,223.60	9,135.34
10	Mason City & Clear Lake R. R.	41,386.37	34,412.07	6,974.30					12,758.20	1,295.56	10,597.51
11	Oskaloosa & Buxton Electric Ry.	56,495.72	32,613.14	23,882.58					378.70		
12	Oskaloosa Traction & Light Co.	13,256.40	15,579.37	*2,322.97					19,966.93		1,820.50
13	Tama & Toledo R. R.	3,876.19	2,750.83	1,125.36					968.22	†63.90	
14	Waterloo, Cedar Falls & N. Ry.	1,336,700.55	918,585.91	418,114.64	272,733.16	272,733.16	272,461.53	271.63	69,171.42		3,791.42
	Total	$3,619,131.99	$3,150,294.63	$ 458,837.36	$500,834.03	$500,834.03	$474,602.75	$26,223.28	$301,560.62	$53,836.64	$124,870.52

*Decrease.
†Debit.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 8—UNADJUSTED CREDITS—Continued—AND CORPORATE SURPLUS.

Number	Electric Interurbans	Unadjusted Credits							Corporate Surplus		
						Total Unadjusted Credits					
		Accrued depreciation—road and equipment	Reserved for amortization of franchises	Accrued depreciation—miscellaneous physical property	Other unadjusted credits	December 31, 1922	December 31, 1921	Increase or decrease, 1922	Additions to property through surplus	Miscellaneous fund reserves	Total appropriated surplus
1	Albia Light & Railway Co.			$ 35,538.66		$ 38,538.66	$ 16,589.33	$ 21,949.33			
2	Cedar Rapids & Marion City Ry.										
3	Charles City Western Ry.	$ 21,588.21				28,779.42	25,080.69	3,698.73			
4	Clinton, Davenport & Muscatine Ry.	55,784.42				95,212.90	94,966.95	245.95			
5	Colfax Springs Railway										
6	Ft. Dodge Des Moines & So. R. R.	764,795.15		16,052.73	$ 18,776.13	856,999.72	819,453.46	37,546.26		$ 76,223.76	$ 76,223.76
7	Des Moines & Central Iowa R. R.	348,006.05			40,167.68	457,411.83	406,888.63	50,523.20	$ 5,599.88	99,111.29	104,711.17
8	Iowa Railway & Light Co.	285,946.83			28,321.64	563,670.96	377,800.21	185,870.75			
9	Iowa Southern Utilities Co.	11,668.30		113,198.02	7,758.76	165,572.31	122,749.62	42,822.69		10,275.84	10,275.84
10	Mason City & Clear Lake R. R.	23,488.60			702.78	48,842.65	49,637.53	*794.88			
11	Oskaloosa & Buxton Electric Ry.			10,960.87		11,339.57	7,685.95	3,653.62			
12	Oskaloosa Traction & Light Co.	54,177.72			1,828.40	77,783.55	51,064.27	26,719.28			
13	Tama & Toledo R. R.					904.32	2,872.24	*1,967.92			
14	Waterloo, Cedar Falls & N. Ry.	63,079.79	$3,429.19		13,800.00	144,271.94	133,172.67	11,099.27			
	Total	$1,628,535.07	$3,429.19	$175,750.28	$111,355.39	$2,489,327.83	$2,107,961.55	$381,366.28	$ 5,599.88	$185,610.89	$191,210.77

*Decrease.

TABLE 9—COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE

PART 9—CORPORATE SURPLUS—Continued—AND GRAND TOTAL

Number	Electric Interurbans	Corporate Surplus					Grand Total Liabilities		
		Profit and Loss		Total Corporate Surplus					
		Credit balance	Debit balance	December 31, 1922	December 31, 1921	Increase or decrease 1922	December 31, 1922	December 31, 1921	Increase or decrease 1922
1	Albia Light & Railway Co.		$ 8,502.30	$ †8,502.30	$ †646.78	$ *7,855.52	$ 1,079,238.71	$ 927,650.45	$ 149,588.26
2	Cedar Rapids & Marion City Ry.								
3	Charles City Western Ry.		67,311.84	†67,311.84	†51,432.45	*15,879.39	731,604.24	734,462.64	*2,768.40
4	Clinton, Davenport & Muscatine Ry.		485,784.36	†485,784.36	†412,665.89	*73,118.47	4,023,671.38	4,006,664.16	17,007.22
5	Colfax Springs Railway		6,535.90	†6,535.90	†8,470.06	1,934.16	27,490.79	27,314.95	175.84
6	Ft. Dodge Des Moines & So. R. R.	$ 551,068.07		627,291.83	404,203.93	223,087.90	11,728,470.62	11,479,651.70	248,818.92
7	Des Moines & Central Iowa R. R.		7,910.49	96,800.68	180,518.61	*83,717.93	3,740,852.50	3,794,895.74	*54,043.24
8	Iowa Railway & Light Co.	600,594.31		600,594.31	560,963.65	39,630.66	15,429,826.29	14,804,539.09	625,287.20
9	Iowa Southern Utilities Co.	129,949.89		140,225.73	115,767.15	24,458.58	3,736,206.86	3,098,378.06	637,828.80
10	Mason City & Clear Lake R. R.	3,238.78		3,238.78	5,147.24	*1,908.46	1,083,747.80	1,077,476.84	6,270.96
11	Oskaloosa & Buxton Electric Ry.						521,126.75	304,705.59	216,421.16
12	Oskaloosa Traction & Light Co.	101,693.70		101,693.70	101,693.70		986,266.37	951,979.87	34,286.50
13	Tama & Toledo R. R.		61,454.28	†61,454.28	†43,502.91	*17,951.37	151,316.41	146,724.77	4,591.64
14	Waterloo, Cedar Falls & N. Ry.		880,232.65	†880,232.65	†454,374.27	*425,858.38	11,295,580.81	11,353,716.63	*58,135.82
	Total	$ 1,386,544.75	$ 1,517,731.82	$ 60,023.70	$ 397,201.92	$ *337,178.22	$54,533,489.53	$52,708,160.49	$ 1,825,329.04

*Decrease.
†Debit balance.

TABLE 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

PART 1—CAR MILEAGE, CAR HOURS AND PASSENGERS CARRIED

Number	Electric Interurbans	Car Mileage			Car Hours			Passengers Carried		
		Passenger	Freight, mail and express	Total	Passenger	Freight, mail and express	Total	Total revenue passengers carried	Free transfer	Total passengers carried
1	Albia Light & Railway Co.	47,268		47,268	7,548		7,548	84,510	720	85,230
2	Cedar Rapids & Marion City Ry.	172,980	12,317	185,297	14,372	3,078	17,450	395,109		395,109
3	Charles City Western Ry.	40,610	16,221	56,831	3,530	3,220	6,750	28,548		28,548
4	Clinton, Davenport & Muscatine Ry.	529,364	125,597	654,961	26,900	15,408	42,308	407,890		407,890
5	Colfax Springs Railway									
6	Ft. Dodge Des Moines & So. R. R.	1,184,699	1,674,463	2,859,132	65,207	670,436	735,643	1,562,453		1,562,453
7	Des Moines & Central Iowa R. R.	425,188	482,124	907,312	23,410	16,240	39,650	371,222	10,230	381,452
8	Iowa Railway & Light Co.	397,838	313,123	710,961				442,083		442,083
9	Iowa Soutnern Utilities Co.	196,760	128,004	324,764	14,674	370,358	385,032	287,972	201	288,173
10	Mason City & Clear Lake R. R.	404,127	31,417	435,544	40,272	7,915	48,187	979,474	27,978	1,007,452
11	Oskaloosa & Buxton Electric Ry.									
12	Oskaloosa Traction & Light Co.	223,837		223,837	24,892		24,892	407,534	32,677	440,211
13	Tama & Toledo R. R.	62,320	10,000	72,320				66,790		66,790
14	Waterloo, Cedar Falls & N. Ry.	1,405,774	736,528	2,142,302	135,986	84,853	220,839	2,778,348	297,194	3,075,542
	Total	5,090,765	3,529,794	8,620,529	356,791	1,171,508	1,528,299	7,811,933	369,000	8,180,933

TABLE 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

PART 2—MISCELLANEOUS STATISTICS

Number	Electric Interurbans	Employees and others carried free	Passenger revenue	Average fare revenue passengers	Average fare all passengers	Total revenue from transportation	Revenue from transportation per car-mile	Revenue from transportation per car-hour	Total revenue from other railway operations	Revenue from other railway operations per car-mile
1	Albia Light & Railway Co.	928	$ 14,177.90	$ .16770	$ .16630	$ 14,177.90	$ .29990	$ 1.87830	$ 1,251.48	$ .02640
2	Cedar Rapids & Marion City Ry.		62,223.87	.15748		68,808.92	.37134	3.94320	129.60	.00069
3	Charles City Western Ry.	730	10,157.99	.35582	.35582	67,679.80	1.19090	10.02663	931.90	.01639
4	Clinton, Davenport & Muscatine Ry.	26,125	259,166.77	.63540	.63540	342,011.39	.52220	8.08500	9,309.28	.01420
5	Colfax Springs Railway									
6	Ft. Dodge Des Moines & So. R. R.	107,237	521,754.41	.33393	.33393	1,360,906.84	.47599	1.84996	431,019.03	.15075
7	Des Moines & Central Iowa R. R.	41,138	164,069.48	.44197	.43011	568,126.67	.62616	14.32855	72,855.39	.08029
8	Iowa Railway & Light Co.	49,696	254,874.54	.57653	.57653	476,090.37	.66964		18,444.78	.02594
9	Iowa Southern Utilities Co.	12,168	81,613.73	.28340	.28321	167,080.05	.51446	.43393	2,107.22	.00648
10	Mason City & Clear Lake R. R.	49,667	99,890.72	.10198	.09915	180,362.62	.41411	3.74297	5,681.23	.01335
11	Oskaloosa & Buxton Electric Ry.									
12	Oskaloosa Traction & Light Co.	24,972	26,690.29	.06549	.06063	26,879.09	.12006	.10798	205.00	.00176
13	Tama & Toledo R. R.	4,003	6,623.64	.09917	.09917	13,109.64	.18129		589.00	.00813
14	Waterloo, Cedar Falls & N. Ry.		478,707.96	.17229	.15565	785,853.48	.36683	3.56850	55,363.24	.02584
	Total	316,664	$ 1,979,951.30			$ 4,071,086.77			$ 597,887.24	
	Grand average			$ .25319	$ .24202		$ .47225	$ 2.34370		$ .06935

TABLE 10—MILEAGE, TRAFFIC AND MISCELLANEOUS STATISTICS

PART 3—MISCELLANEOUS STATISTICS—Continued

Number	Electric Interurban	Revenue from other railway operations per car-hour	Total operating revenues	Operating revenues per car-mile	Operating revenues per car hour	Total operating expenses	Operating expenses per car-mile	Operating expenses per car-hour
1	Albia Light & Railway Co.	$ .16580	$ 15,429.38	$ .32640	$ 2.04410	$ 15,466.54	$ .32720	$ 2.04900
2	Cedar Rapids & Marion City Ry.	.00742	68,938.52	.37204	3.95000	56,743.91	.30623	3.25180
3	Charles City Western Ry.	.13806	68,611.70	1.20729	10.16469	57,682.87	1.01499	8.54561
4	Clinton, Davenport & Muscatine Ry.	.22000	351,320.67	.53640	8.30390	288,841.49	.44100	6.82720
5	Colfax Springs Railway					90.96		
6	Ft. Dodge Des Moines & So. R. R.	.58598	1,791,925.87	.62674	2.43586	1,393,015.01	.48722	1.89360
7	Des Moines & Central Iowa R. R.	1.83745	640,982.06	.70646	16.16600	572,315.67	.63078	14.43419
8	Iowa Railway & Light Co.		494,535.15	.69558		368,412.12	.51819	
9	Iowa Southern Utilities Co.	.00547	169,187.27	.52095	.43941	120,255.05	.37028	.31232
10	Mason City & Clear Lake R. R.	.11790	186,043.85	.42715	3.86087	128,477.32	.29498	2.67056
11	Oskaloosa & Buxton Electric Ry.							
12	Oskaloosa Traction & Light Co.	.01582	27,084.09	.12100	1.08806	28,132.68	.12568	1.13019
13	Tama & Toledo R. R.		13,698.73	.18042		17,503.15	.24202	
14	Waterloo, Cedar Falls & N. Ry.	.25009	841,216.72	.39267	3.80918	724,337.31	.33811	3.27993
	Total		$ 4,668,974.01			$ 3,771,274.08		
	Grand average	$ .03012		$ .54161	$ 3.25131		$ .43747	$ 2.21505

TABLE 11—ACCIDENTS TO PERSONS AND EMPLOYEES AND SALARIES AND WAGES FOR THE YEAR

Number	Electric Interurbans	Accidents								Employees											
		Killed				Injured				General Administration		Maintenance of Way and Structures		Maintenance of Equipment		Power		Transportation		Total employees	Aggregate salaries and wages paid for the year
		Passengers	Employees	Other persons	Total	Passengers	Employees	Other persons	Total	General officers	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees	Superintendents	Other employees		
1	Albia Light & Railway Co.									1	1	1	2	1	1		1		2	10	$ 10,142.16
2	Cedar Rapids & Marion City Ry.																				
3	Charles City Western Ry.									1	1	1	6	1					9	19	28,858.03
4	Clinton, Davenport & Muscatine Ry.									4	11	1	15		3			3	65	102	159,425.60
5	Colfax Springs Railway																				
6	Ft. Dodge Des Moines & So. R. R.					4	137	13	154	4	15	2	87	2	98	1	53	5	231	498	813,938.24
7	Des Moines & Central Iowa R. R.					2	23	9	34	7	9	2	47	2	14	1	4	3	74	163	240,254.85
8	Iowa Railway & Light Co.									5	67	1	33	1	19	1	74	43	388	632	894,607.99
9	Iowa Southern Utilities Co.									4	2	1	12	1	4			1	14	39	63,086.76
10	Mason City & Clear Lake R. R.									2	3	1	6	1	5		2	1	20	41	74,137.70
11	Oskaloosa & Buxton Electric Ry.																				
12	Oskaloosa Traction & Light Co.							1	1	9	2	1	8	1	1				9	31	16,517.34
13	Tama & Toledo R. R.												3						4	7	7,574.52
14	Waterloo, Cedar Falls & N. Ry.		1		1	18	36	15	69	13	30	3	77	1	49	1	10	6	118	308	411,657.73
	Total		1		1	24	196	38	258	50	141	14	286	11	194	4	144	62	934	1,860	$ 2,724,101.01

TABLE 12—DESCRIPTION OF EQUIPMENT

Number	Electric Interurbans	Passenger Cars						All Other Cars																	
		Closed		Open		Total		Freight		Express		Baggage		Work		Snow plows		Sweepers		Miscellaneous		Locomotives		Total equipment of all classes	
		A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
1	Albia Light & Railway Co.	4	----	1	----	5	----	----	----	----	----	----	----	3	----	----	----	----	----	----	----	----	----	8	----
2	Cedar Rapids & Marion City Ry.	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
3	Charles City Western Ry.	5	----	----	----	5	----	----	26	----	----	----	----	----	3	----	----	1	----	----	----	3	----	9	29
4	Clinton, Davenport & Muscatine Ry.	22	3	4	4	26	7	----	13	2	1	----	----	1	----	----	1	1	----	----	1	----	----	30	23
5	Colfax Springs Railway	2	----	----	----	2	----	----	----	----	----	----	----	----	1	----	----	----	----	----	----	----	----	2	1
6	Ft. Dodge Des Moines & So. R. R.	24	8	----	----	24	8	----	2,346	----	----	----	----	1	2	----	1	----	----	----	15	11	----	36	2,372
7	Des Moines & Central Iowa R. R.	12	1	----	----	12	1	----	184	2	3	----	----	3	12	1	2	1	----	----	5	8	----	27	207
8	Iowa Railway & Light Co.	6	2	----	----	6	2	----	21	----	----	----	1	1	----	----	1	1	----	----	4	4	----	12	29
9	Iowa Southern Utilities Co.	6	----	----	1	6	1	----	5	----	----	----	----	----	4	----	1	----	----	----	1	2	----	8	12
10	Mason City & Clear Lake R. R.	14	10	----	6	14	16	4	1	----	----	----	----	1	3	----	----	1	----	----	----	----	----	20	20
11	Oskaloosa & Buxton Electric Ry.	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----
12	Oskaloosa Traction & Light Co.	7	----	2	2	9	2	----	----	----	----	----	----	2	2	----	----	1	----	----	2	----	----	12	6
13	Tama & Toledo R. R.	2	----	----	----	2	----	----	----	----	----	1	----	----	----	----	----	----	----	----	----	1	----	4	----
14	Waterloo, Cedar Falls & N. Ry.	61	3	1	15	62	18	----	152	----	----	3	2	2	----	----	1	3	----	3	7	6	----	79	180
	Total	165	27	8	28	173	55	4	2,748	4	4	4	3	14	27	1	7	9	----	3	35	35	----	247	2,879

A—With electric equipment.
B—Without electric equipment.

STATISTICS
OF
Railway Terminal Companies

For the Year Ended December 31, 1922

TERMINAL COMPANIES—DOING BUSINESS IN IOWA

Statistics of Annual Corporation Reports of Terminal Companies, Year Ended December 31, 1922.

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
CAPITAL STOCK—COMMON						
Par value amount authorized	$ 500,000.00	$ 400,000.00	$ 300,000.00	$ 80,500.00	$ 300,000.00	$ 1,580,500.00
Par value amount actually outstanding at close of year	227,000.00	400,000.00	151,000.00	72,500.00	300,000.00	1,250,500.00
Stocks Actually Issued During Present Year:						
Par value				40,000.00	100,000.00	140,000.00
Cash received as consideration for issue				32,000.00	100,000.00	132,000.00
Rate of dividend—common stock			5.0	20.00		
Dividends declared			$ 7,550.00	8,100.00		15,650.00
INVESTMENT IN ROAD AND EQUIPMENT DURING YEAR:						
Expenditures for Road:						
In new lines and extensions						
In additions and betterments	$ 11,238.86	$ 5,643.61	$ 3,178.22	1,101.73	2,591.12	23,753.54
Total	$ 11,238.86	$ 5,643.61	$ 3,178.22	$ 1,101.73	$ 2,591.12	$ 23,753.54
Expenditures for Equipment:						
In new lines and extensions						
In additions and betterments				15,007.63		$ 15,007.63
Total				$ 15,007.63		$ 15,007.63
General Expenditures:						
In new lines and extensions						
In additions and betterments				$ 30.00		$ 30.00
Total				$ 30.00		$ 30.00
Grand total	$ 11,238.86	$ 5,643.61	$ 3,178.22	$ 16,139.36	$ 2,591.12	$ 38,791.17
INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR						
Investment to June 30, 1907—Road	$ 85,098.80	$ 1,192,757.55	$ 216,794.30	$ 30,862.41		$ 1,525,513.06
Investment to June 30, 1907—Equipment		21,396.63				21,396.63
Investment from July 1, 1907, to June 30, 1914	66,971.91	91,634.40	*68,968.32	2,839.61	$ 134,948.96	227,446.49
Investment since June 30, 1914	68,392.00	150,601.68	53,127.83	22,602.66	221,461.68	517,185.85
Total investment	$ 220,462.71	$ 1,466,390.26	$ 200,953.74	$ 57,324.68	$ 356,410.64	$ 2,301,532.03

TERMINAL COMPANIES—DOING BUSINESS IN IOWA

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Company Railway	Total
INCOME ACCOUNT						
Operating Income:						
Railway operating revenues				$ 1,630.59	$ 250,091.03	$ 251,721.62
Railway operating expenses		$ 13,127.65			199,566.37	212,694.02
Net revenue on railway operations		$ *13,127.65		$ 1,630.59	$ 50,524.66	$ 39,027.60
Railway tax accruals		80,853.58		2,830.17	5,092.30	88,776.05
Total railway operating income		$ *93,981.23		$ *1,199.58	$ 45,432.36	$ *49,748.45
Non-Operating Income:						
Hire of freight cars—credit balance		$ 51,425.00			$ 35.92	$ 51,460.92
Rent from locomotives						
Joint facility rent income	13,741.79	111,923.24		$ 15,151.45		$ 140,816.48
Income from lease of road			$ 7,360.65			7,360.65
Miscellaneous rent income		797.00				797.00
Miscellaneous non-operating physical property	5,090.59	15,128.30	3,620.11			23,839.00
Income from funded securities	150.00	1,215.00				1,365.00
Income from unfunded securities and accounts	231.71	1,318.68	116.61	98.77		1,765.77
Miscellaneous income		13,127.65	1,620.00		30.33	14,777.98
Total non-operating income	$ 19,214.09	$ 194,934.87	$ 12,717.37	$ 15,250.22	$ 66.25	$ 242,182.80
*Deficit.						
GROSS INCOME	$ 19,214.09	$ 100,953.64	$ 12,717.37	$ 14,050.64	$ 45,498.61	$ 192,434.35
Deductions from Gross Income:						
Hire of freight cars—debit balance						
Rent for locomotives				$ 8,675.00		$ 8,675.00
Joint facility rents		$ 6,751.78		1,500.00		8,251.78
Miscellaneous rents		728.00			$ 22,305.00	23,033.00
Miscellaneous tax accruals	$ 1,676.68	5,694.70	$ 1,568.77			8,940.15
Interest on funded debt						
Interest on unfunded debt	1,927.50				7,819.88	9,747.38
Maintenance of investment organization			1,281.34			1,281.34
Miscellaneous income charges		87,779.16				87,779.16
Total deductions from gross income	$ 3,604.18	$ 100,953.64	$ 2,850.11	$ 10,175.00	$ 30,124.88	$ 147,707.81
Net income	$ 15,609.91		$ 9,867.26	$ 3,875.64	$ 15,373.73	$ 44,726.54
Disposition of Net Income:						
Dividend appropriations of income						
Total						
Income balance transferred to profit and loss	$ 15,609.91		$ 9,867.26	$ 3,875.64	$ 15,373.73	$ 44,726.54
PROFIT AND LOSS ACCOUNT						
Debit Items:						
Debit balance at beginning of year					$ 11,693.01	$ 11,693.01
Debit balance transferred from income						
Dividend appropriation of surplus			$ 7,550.00	$ 8,100.00		$ 15,650.00
Surplus appropriated from investment in physical property						
Loss on retired road and equipment						
Miscellaneous debits		$ 919,919.96				919,919.96
Credit balance carried to balance sheet	$ 53,728.45		55,047.95	13,405.12	8,542.92	130,724.44
Total	$ 53,728.45	$ 919,919.96	$ 62,597.95	$ 21,505.12	$ 20,235.93	$ 1,077,987.41
Credit Items:						
Credit balance at beginning of year	$ 38,118.54	$ 919,919.96	$ 52,730.69	$ 17,627.08		$ 1,028,396.27
Credit balance transferred from income	15,609.91		9,867.26	3,875.64	$ 15,373.73	44,726.54
Donations				2.40		2.40
Miscellaneous credits					4,862.20	4,862.20
Debit balance carried to balance sheet						
Total	$ 53,728.45	$ 919,919.96	$ 62,597.95	$ 21,505.12	$ 20,235.93	$ 1,077,987.41
COMPARATIVE GENERAL BALANCE SHEET—ASSETS						
Investments:						
In road and equipment	$ 220,462.71	$ 1,466,380.26	$ 200,953.74	$ 57,324.68	$ 356,410.64	$ 2,301,532.03
Miscellaneous physical property	166,541.98	60,350.00				226,891.98
Affiliated companies—stocks		16,100.00	16,100.00			32,200.00
Other investments—bonds	2,500.00					2,500.00
Other investments—miscellaneous	3,738.98					3,738.98
Total investments December 31, 1922	$ 393,243.67	$ 1,542,830.26	$ 217,053.74	$ 57,324.68	$ 356,410.64	$ 2,566,862.99
Total investments December 31, 1921	377,110.40	1,529,186.65	205,875.52	41,185.32	353,819.52	2,507,177.41
Increase 1922	16,133.27	13,643.61	11,178.22	16,139.36	2,591.12	59,685.58
Decrease						
Current Assets:						
Cash	$ 605.37	$ 55,321.65	$ 671.27	$ 32,427.73	$ 8,271.61	$ 97,297.63
Loans and bills receivable						
Demand loans and deposits						
Traffic and car service balance receivable		40,942.00				40,942.00
Net balance receivable from agents and conductors		538.78				538.78
Miscellaneous accounts receivable	5,135.36	180,440.89	5,746.81	7,730.51	30,236.32	229,289.89

TERMINAL COMPANIES—DOING BUSINESS IN IOWA

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
Material and supplies	1,176.61	89,224.31	2,261.82	1,691.29		86,864.67
Rents receivable		85,173.38		633.70	10,972.85	104,269.29
Other current assets						
Total current assets December 31, 1922	$ 6,917.34	$ 451,641.01	$ 8,679.90	$ 42,483.23	$ 49,480.78	$ 559,202.26
Total current assets December 31, 1921	10,180.47	469,816.63	8,784.51	30,872.89	82,490.80	602,145.30
Increase 1922				11,610.34		11,610.34
Decrease 1922	3,263.13	18,175.62	104.61		33,010.02	54,553.38
Deferred Assets:						
Working fund advances		$ 20.00				$ 20.00
Other deferred assets		23,895.28			$ 231.78	24,127.06
Total deferred assets December 31, 1922		$ 23,915.28			$ 231.78	$ 24,147.06
Total deferred assets December 31, 1921	$ 3,872.78	10,787.63			125,599.92	$ 140,260.33
Increase 1922		13,127.65				13,127.65
Decrease 1922	3,872.78				125,368.14	129,240.92
Unadjusted Debits:						
Rents and insurance premiums paid in advance		$ 6,635.33			$ 289.45	$ 6,924.78
Other unadjusted debits		9,899.86				9,899.86
Total unadjusted debits December 31, 1922		$ 16,535.19			$ 289.45	$ 16,824.64
Total unadjusted debits December 31, 1921	$ 1,307.93	675,108.37			21,658.54	698,074.84
Increase 1922						
Decrease 1922	1,307.93	658,573.18			21,369.09	681,250.20
Grand total assets December 31, 1922	$ 400,161.01	$ 2,034,921.74	$ 225,733.64	$ 99,807.91	$ 406,412.65	$ 3,167,036.95
Grand total assets December 31, 1921	392,471.58	2,684,899.28	214,660.03	72,058.21	583,568.78	3,947,657.88
Increase 1922	7,689.43		11,073.61	27,749.70		46,512.74
Decrease 1922		649,977.54			177,156.13	827,133.67

COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES						
Total capital stock—December 31, 1922	$ 327,000.00	$ 400,000.00	$ 151,000.00	$ 72,500.00	$ 300,000.00	$ 1,250,500.00
Total capital stock—December 31, 1921	327,000.00	400,000.00	151,000.00	40,500.00	200,000.00	1,118,500.00
Increase December 31, 1922				32,000.00	100,000.00	132,000.00
Decrease December 31, 1922						
Total long term debt December 31, 1922		450,086.65				$ 450,086.65
Total long term debt December 31, 1921						
Increase 1922		450,086.65				450,086.65
Decrease 1922						
Current Liabilities:						
Loans and bills payable	$ 13,500.00		$ 5,500.00		$ 30,000.00	$ 49,000.00
Traffic and car service balances payable		$ 18,083.85			2,163.15	20,247.00
Audited accounts and wages payable		100,682.42		$ 10,160.07	10,363.35	121,205.84
Miscellaneous accounts payable	1,530.46		320.58		27,679.83	29,530.87
Dividends matured unpaid						
Funded debt matured unpaid		671,000.00				671,000.00
Unmatured interest accrued						
Other current liabilities		189.49		2,025.00		2,214.49
Total current liabilities December 31, 1922	$ 15,030.46	$ 789,955.76	$ 5,820.58	$ 12,185.07	$ 70,206.33	$ 893,198.20
Total current liabilities December 31, 1921	23,334.12	754,895.07	485.34	12,695.23	174,496.17	965,905.93
Increase 1922		35,060.69	5,335.24			40,395.93
Decrease 1922	8,303.66			510.16	104,289.84	113,103.66
Deferred Liabilities:						
Other deferred liabilities		$ 220,726.79			$ 231.78	$ 220,958.57
Total deferred liabilities December 31, 1922		$ 220,726.79			$ 231.78	$ 220,958.57
Total deferred liabilities December 31, 1921					197,466.44	197,466.44
Increase 1922		220,726.79				220,726.79
Decrease 1922					197,234.66	197,234.66
Unadjusted Credits:						
Tax liability	$ 1,300.00	$ 84,778.38	$ 1,400.00	$ 1,623.29	$ 5,804.97	$ 94,906.64
Insurance and casualty reserves					4,058.06	4,058.06
Accrued depreciation—road		65,161.34				65,161.34
Accrued depreciation—equipment		24,137.54		36.29	17,568.59	41,742.42
Accrued depreciation—miscellaneous physical property			12,465.11			12,465.11
Other unadjusted credits		75.28		58.14		133.42
Total unadjusted credits December 31, 1922	$ 1,300.00	$ 174,152.54	$ 13,865.11	$ 1,717.72	$ 27,431.62	$ 218,466.99
Total unadjusted credits December 31, 1921	916.82	159,997.60	10,444.00	1,235.90	23,299.18	195,893.50
Increase 1922	383.18	14,154.94	3,421.11	481.82	4,132.44	22,573.49
Decrease 1922						

TERMINAL COMPANIES—DOING BUSINESS IN IOWA

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
Corporate Surplus:						
Additions to property through income and surplus	$ 3,102.10					$ 3,102.10
Total appropriated surplus	$ 3,102.10					$ 3,102.10
Profit and loss—credit balance	53,728.45		$ 55,047.95	$ 13,405.12	$ 8,542.92	130,724.44
Total corporate surplus December 31, 1922	$ 56,830.55		$ 55,047.95	$ 13,405.12	$ 8,542.92	$ 133,826.54
Total corporate surplus December 31, 1921	41,220.64	$ 1,370,006.61	52,730.69	17,627.08	* 11,693.01	1,469,892.01
Increase 1922	15,609.91		2,317.26		20,235.93	38,163.10
Decrease 1922		1,370,006.61		4,221.96		1,374,228.57
Grand total liabilities December 31, 1922	400,161.05	2,034,921.74	225,733.64	99,807.91	406,412.65	3,167,036.99
Grand total liabilities December 31, 1921	392,471.58	2,684,899.28	214,660.03	72,058.21	583,568.78	3,947,657.88
Increase 1922	7,689.47		11,073.61	27,749.70		46,512.78
Decrease 1922		649,977.54			177,156.13	827,133.67
MILEAGE DECEMBER 31, 1922						
Line owned, main track	.93	6.358	1.47	.21	2.62	11.59
Yard track and sidings	11.38	21.4157	3.726	3.02	13.55	53.09
Total all tracks 1922	12.31	27.7737	5.196	3.23	16.17	64.68
New lines constructed during year—net	.3522	.0711	.126		* .06	.4893
Total all tracks 1921	11.964	27.7026	5.07	3.23	16.23	64.1966
GRADE CROSSINGS—IOWA						
Protected by gates aolne—With other steam railways						
Protected by flagmen alone—24 hours daily					1	1
With Streets Avenues and Highways:						
Unprotected—With other steam railways	3					3
Unprotected—With electric interurban or street railways	1					1

Unprotected—With streets, avenues and highways	18				2	20
Total crossings	22				3	25
Total—With other steam railways	3					3
Total—With electric or street railways	1					1
Total—With streets, avenues and highways	18				3	21
EQUIPMENT OWNED OR LEASED IN SERVICE OF RESPONDENT						
Steam locomotives		9			5	14
Freight train cars		16				16
Company Service Cars:						
Derrick cars		1				1
Other company service cars		9				9
Total company service cars		10				10
Total all classes cars in service		26				26
TRAFFIC AND CAR STATISTICS						
Switching Operations—Freight Traffic:						
Number of cars handled earning revenue—loaded		21,288			99,687	120,975
Number of cars handled earning revenue—empty		21,288			519	21,807
Number of cars handled not earning revenue—loaded						
Number of cars handled not earning revenue—empty					94,865	94,865
Total number of cars handled		42,576			195,071	237,647
Terminal Operations—Freight Traffic:						
Number of cars handled at cost for tenant companies—loaded		49,962		72,165		122,127
Number of cars handled at cost for tenant companies—empty		22,466		57,518		79,984
Total number of cars handled		72,428		129,683		202,111
Number cars handled at cost for tenant companies—empty—Passenger traffic		21,628				21,628
TIES LAID IN REPLACEMENT AND BETTERMENT						
Cross ties—Number applied		3,211		52	1,906	5,169
Average cost per tie at distributing point		$ 1.69		$ 1.73	$ * 1.15	$ 1.49
Switch ties—Number feet (board measure) applied		36,000			25,695	61,695
Average cost—(per M. feet) at distributing point		$ 41.00			$ 44.29	$ 42.37
Total charges of ties laid in replacement		$ 7,484.78		$ 89.96	$ 3,327.39	$ 10,902.13
RAILS LAID IN REPLACEMENT AND BETTERMENT						
Number of tons (2,240 lbs.) applied		38,002		14.7322	53.7172	106.4517
Average cost per ton at distributing point		$ 49.83		$ 52.07	$ 34.29	$ 42.30
Total charges on account of rails applied		$ 1,893.90		$ 767.12	$ 1,847.43	$ 4,508.45

TERMINAL COMPANIES—DOING BUSINESS IN IOWA

Items Reported	Des Moines Terminal Company	Des Moines Union Railway Company	Des Moines Western Railway Company	Iowa Transfer Railway Company	Sioux City Terminal Railway Company	Total
TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS						
Cross ties—number applied	1,059	274	374			1,707
Average cost per tie at distributing point	$ 1.79	$ 1.18	$ 1.68			$ 1.66
Switch ties—number feet (board measure) laid in tracks		1,764				1,764
Average cost (per M. feet) at distributing point		$ 60.12				$ 60.12
Total charges of ties laid in new tracks	$ 1,895.00	$ 431.33	$ 627.84			$ 2,954.17
RAILS LAID IN ADDITIONAL TRACKS AND ON NEW LINES AND EXTENSIONS						
Number tons (2,240 lbs.) laid	41.52	9.823	13.342			64.685
Average cost per ton (of 2,240 lbs.)	$ 27.51	$ 31.23	$ 25.33			$ 27.62
Total charges on account rails laid	$ 1,142.38	$ 306.74	$ 337.98			$ 1,787.10
CONSUMPTION OF FUEL BY LOCOMOTIVES						
Tons of bituminous coal		9,982			5,038	15,020
Average cost per ton		$ 5.182			$ 8.71	$ 6.36

STATISTICS OF Railway Bridge Companies

For the Year Ended December 31, 1922

BRIDGE COMPANIES

Items Reported	Corporation Report of				
	Dunleith and Dubuque	Keokuk and Hamilton	Omaha Bridge and Terminal	Sioux City Bridge	Total
CAPITAL STOCK—COMMON.					
Par value amount authorized	$ 1,000,000.00	$ 1,000,000.00	$ 7,500,000.00	$ 945,800.00	$ 10,445,800.00
Par value amount actually outstanding at close of year	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
INVESTMENT IN ROAD AND EQUIPMENT AT CLOSE OF YEAR.					
Investment to June 30, 1907:					
Road	$ 1,016,862.82	$ 2,000,000.00	$ 6,738,391.08	$ 945,800.00	$ 10,701,053.90
Equipment			18,785.01		18,785.01
Investment from July 1, 1907, to June 30, 1914—Road	33,141.77		2,569.73	914.60	36,616.10
Investment from July 1, 1907, to June 30, 1914—Equipment			†18,785.01		†18,785.01
Investment since June 30, 1914—Road	16,768.84		72,191.05	8,421.86	97,381.75
Investment since June 30, 1914—General expenditures			128.43		128.43
Total investment in road and equipment	$ 1,066,773.43	$ 2,000,000.00	$ 6,813,270.29	$ 955,136.46	$ 10,835,180.18
Length of road owned	1.30	.66	2.03	3.88	7.87
Average investment per mile of road	820,594.95	3,030,303.03	3,356,300.64	246,169.19	1,376,770.03
INCOME ACCOUNT.					
Operating Income:					
Railway operating revenues		$ 88,833.52			$ 88,833.52
Railway operating expenses		43,802.85			43,802.85
Net revenues from railway operations		45,030.67			45,030.67
Railway tax accruals	$ 40,801.04	25,475.09		$ 10,654.02	76,930.15
Railway operating income	*40,801.04	19,555.58		*10,654.02	*31,899.48
Non-operating Income:					
Joint facility rent income	$ 153,256.54			$ 89,032.58	$ 242,289.12
Miscellaneous rent income				741.64	741.64
Income from funded securities		$ 679.48		9,790.56	10,470.04
Income from unfunded securities and accounts		134.59		2,260.37	2,394.96
Miscellaneous income	*6,768.62				*6,768.62
Total non-operating income	$ 146,487.92	$ 814.07		$ 101,825.15	$ 249,127.14

†Credit.
*Deficit.

BRIDGE COMPANIES—Continued

Items Reported	Corporation Report of: Dunleith and Dubuque	Keokuk and Hamilton	Omaha Bridge and Terminal	Sioux City Bridge	Total
Gross income	105,686.88	20,369.65		91,171.13	217,227.66
Deductions from Gross Income:					
Miscellaneous tax accruals				$ 803.94	$ 803.94
Interest on unfunded debt		$ 80,000.00			80,000.00
Total deductions from gross income		$ 80,000.00		$ 803.94	$ 80,803.94
Net income	$ 105,686.88	*59,630.35		90,367.19	136,423.72
Disposition of Net Income:					
Dividend appropriations of income				$ 170,244.00	$ 170,244.00
Total appropriations of income				170,244.00	170,244.00
Income balance transferred to profit and loss	$ 105,686.88	$ *59,630.35		*79,876.81	*33,820.28
PROFIT AND LOSS ACCOUNT.					
Debit Items:					
Debit balance at beginning of year		$ 1,561,428.62			$ 1,561,428.62
Debit balance transferred from income		59,630.35		$ 79,876.81	139,507.16
Dividend appropriations of surplus	$ 105,686.88				105,686.88
Miscellaneous debits		56.88			56.88
Credit balance carried to balance sheet	32,309.94		$ 47,695.62	92,905.99	172,911.55
Total	$ 137,996.82	$ 1,621,115.85	$ 47,695.62	$ 172,782.80	$ 1,979,591.09
Credit Items:					
Credit balance at beginning of year	$ 32,309.94		$ 47,695.62	$ 172,782.80	$ 252,788.36
Credit balance transferred from income	105,686.88				105,686.88
Miscellaneous credits		$ 40.94			40.94
Debit balance carried to balance sheet		1,621,074.91			1,621,074.91
Total	$ 137,996.82	$ 1,621,115.85	$ 47,695.62	$ 172,782.80	$ 1,979,591.09
RAILWAY OPERATING EXPENSES.					
Maintenance of Way and Structures:					
Superintendence		$ 3,097.00		$ 70.95	$ 3,167.95
Road maintenance	$ 11,168.83	4,076.51		16,072.63	31,317.97
Maintaining buildings, etc.		16.76		97.00	113.76
Depreciation of way and structures		10,000.00		10,000.00	20,000.00
Miscellaneous expenses	3,770.00	512.34		501.16	4,783.50
Maintaining joint way and structures—Credit	†14,938.83			†26,741.74	†41,680.57
Total		$ 17,702.61			$ 17,702.61
Transportation—Rail Line:					
Superintendence and dispatching	$ 6,008.70			$ 9,972.43	$ 15,981.13
Station service				173.53	173.53
Miscellaneous yard expenses				4.19	4.19
Other rail transportation expenses	8,332.58	$ 7,200.00		1,054.10	16,586.68
Operating joint tracks and facilities—Credit	†14,341.28			†11,204.25	†25,545.53
Total		$ 7,200.00			$ 7,200.00
Miscellaneous Operations:					
Miscellaneous operations		$ 5,400.00			$ 5,400.00
General Expenses:					
Administration	$ 3,358.40	$ 13,500.24		$ 339.66	$ 17,198.30
Other general expenses	117.59			1,976.71	2,094.30
General joint facility expenses—Credit	†3,475.99			†2,316.37	†5,792.36
Total		$ 13,500.24			$ 13,500.24
Recapitulation of Expenses:					
Maintenance of way and structures		$ 17,702.61			$ 17,702.61
Transportation—Rail line		7,200.00			7,200.00
Miscellaneous operations		5,400.00			5,400.00
General		13,500.24			13,500.24
Grand total railway operating expenses		$ 43,802.85			$ 43,802.85
Ratio expenses to revenues		49.30			
TAXES ON RAILWAY PROPERTY.					
Other Than U. S. Government Taxes:					
Illinois	$ 11,000.00	$ 20,997.07			$ 31,997.07
Iowa	14,000.00	4,478.02		9,991.65	28,469.67
Nebraska				†10,572.00	†10,572.00
Total	$ 25,000.00	$ 25,475.09		$ †580.35	$ 49,894.74
U. S. Government Taxes:					
Income	$ 14,731.51			$ 10,121.37	$ 24,852.91
Capital stock tax	1,069.50			1,113.00	2,182.50
Total	$ 15,801.04			$ 11,234.37	$ 27,035.41
Grand total taxes	$ 40,801.04	$ 25,475.09		$ 10,654.02	$ 76,930.15

BRIDGE COMPANIES—Continued

Items Reported	Corporation Report of				
	Duluth and Dubuque	Keokuk and Hamilton	Omaha Bridge and Terminal	Sioux City Bridge	Total
COMPARATIVE GENERAL BALANCE SHEET—ASSET SIDE.					
Investments:					
In road and equipment	$ 1,066,773.43	$ 2,000,000.00	$ 6,813,270.29	$ 955,136.46	$ 10,835,180.18
In affiliated companies—Stocks	1.00			204,780.00	204,781.00
Total December 31, 1922	$ 1,066,774.43	$ 2,000,000.00	$ 6,813,270.29	$ 1,159,916.46	$ 11,039,961.18
Total December 31, 1921	1,064,094.03	2,011,056.88	6,781,114.14	1,133,058.64	10,989,323.69
Increase 1922	2,680.40		32,156.15	26,857.82	50,637.49
Decrease 1922		11,056.88			11,056.88
Current Assets:					
Cash		$ 19,159.82		313.72	$ 19,473.54
Miscellaneous accounts receivable	$ 36,401.25			$ 43,702.54	$ 80,103.79
Total December 31, 1922	$ 36,401.25	$ 19,159.82		$ 44,016.26	$ 99,577.33
Total December 31, 1921	299,017.09	7,068.91		139,106.51	
Increase 1922		12,090.91			12,090.91
Decrease 1922	262,615.84			95,090.25	357,706.09
Deferred Assets:	None	None	None	None	None
Decrease 1922	$ 20,635.87				$ 20,635.87
Unadjusted Debits:	None	None	None	None	None
Decrease 1922	$ 6,768.62	$ 11,000.00			$ 17,768.62
Grand Total Assets:					
Total December 31, 1922	$ 1,103,175.68	$ 2,019,159.82	$ 6,813,270.29	$ 1,203,932.72	$ 11,139,538.51
Total December 31, 1921	1,390,515.61	2,029,125.79	6,781,114.14	1,272,165.15	11,472,920.69
Increase 1922			32,156.15		32,156.15
Decrease 1922	287,339.93	9,965.97		68,232.43	365,538.33
COMPARATIVE GENERAL BALANCE SHEET—LIABILITY SIDE.					
Capital Stock:					
December 31, 1922	$ 1,000,000.00	$ 1,000,000.00	$ 5,000,000.00	$ 945,800.00	$ 7,945,800.00
December 31, 1921	$ 1,000,000.00	$ 1,000,000.00	$ 5,000,000.00	$ 945,800.00	$ 7,945,800.00
December 31, 1921	1,000,000.00	1,000,000.00	5,000,000.00	945,800.00	7,945,800.00
Long term debt open accounts			$ 1,762,949.95		$ 1,762,949.95
Total December 31, 1922			$ 1,762,949.95		$ 1,762,949.95
Total December 31, 1921			1,730,793.80		1,730,793.80
Increase, 1922			32,156.15		32,156.15
Current Liabilities:					
Loans and bills payable		$ 16,000.00			$ 16,000.00
Audited accounts and wages payable	$ 486.45			$ 7,084.97	7,571.42
Interest matured unpaid		1,594,234.73			1,594,234.73
Funded debt matured unpaid		1,000,000.00			1,000,000.00
Unmatured interest accrued		20,000.00			20,000.00
Total December 31, 1922	$ 486.45	$ 2,630,234.73		$ 7,084.97	$ 2,637,806.15
Total December 31, 1921	239,398.93	2,590,554.41		8,147.72	2,838,101.06
Increase 1922		39,680.32			39,680.32
Decrease 1922	238,912.48			1,062.75	239,975.23
Deferred Liabilities:					
December 31, 1921	46,789.64				46,789.64
Decrease 1922	46,789.64				46,789.64
Unadjusted Credits:					
Tax liability	$ 49,843.25				$ 49,843.25
Accrued depreciation—Road		$ 10,000.00		$ 155,434.63	165,434.63
Total December 31, 1922	$ 49,843.25	$ 10,000.00		$ 155,434.63	$ 215,277.88
Total December 31, 1921	51,481.06			145,434.63	196,915.69
Increase 1922		10,000.00		10,000.00	20,000.00
Decrease 1921	1,637.81				1,637.81
Corporate Surplus:					
Additions to property through income and surplus	$ 20,536.04		$ 2,624.72	$ 2,707.13	$ 25,867.89
Total appropriated surplus	$ 20,536.04		$ 2,624.72	$ 2,707.13	$ 25,867.89
Profit and loss—Credit balance	32,309.94	*1,621,074.91	47,695.62	92,905.99	*1,448,163.36
Total December 31, 1922	$ 52,845.98	$ *1,621,074.91	$ 50,320.34	$ 95,613.12	$ *1,422,295.47
Total December 31, 1921	52,845.98	*1,561,428.62	50,320.34	172,782.80	*1,285,479.50
Increase 1922		59,646.29			59,646.29
Decrease 1922				77,169.68	77,169.68
Grand Total Liabilities:					
December 31, 1922	$ 1,103,175.68	$ 2,019,159.82	$ 6,813,270.29	$ 1,203,932.72	$ 11,139,538.51
December 31, 1921	1,390,515.61	2,029,125.79	6,781,114.14	1,272,165.15	11,472,920.69
Increase 1922			32,156.15		32,156.15
Decrease 1922	287,339.93	9,965.97		68,232.43	365,538.33

*Debit Item.

BRIDGE COMPANIES—Continued

Items Reported	Corporation Report of				
	Duluth and Dubuque	Keokuk and Hamilton	Omaha Bridge and Terminal	Sioux City Bridge	Total
EMPLOYEES AND THEIR COMPENSATION					
General Officers:					
Average number of	1	4			5
Number of days on duty	306	1,274			1,580
Compensation	$ 1,920.00	$ 8,472.00			$ 10,392.00
All Other Employees:					
Average number of	6	12			18
Number of days on duty	1,902	2,555			4,457
Compensation	$ 6,718.32	$ 13,680.00			$ 20,398.32
Total compensation during year	$ 8,638.32	$ 22,152.00			$ 30,790.32
MILEAGE DECEMBER 31, 1922.					
Main Line:					
Iowa	1.18	.34	.58	1.74	3.84
Illinois	.12	.32			.44
Nebraska			1.45	2.14	3.59
Branches, Spurs and Other Tracks:					
Iowa	1.0			.93	1.93
Nebraska			26.05	.65	26.70
Grand total mileage all tracks	2.30	.66	28.08	5.46	36.50
Increase 1922				.12	.12
Decrease 1922			.02		.02

STATISTICS

OF

American Railway Express Company

For the Year Ended December 31, 1922

AMERICAN RAILWAY EXPRESS COMPANY

STATISTICS OF AMERICAN RAILWAY EXPRESS COMPANY FOR THE YEAR ENDING DECEMBER 31, 1922

Items Reported	American Railway Express
MILEAGE COVERED—ENTIRE LINE	
Steam roads	223,920.65
Electric lines	3,024.51
Coastwise steamboat lines	14,987.50
Inland steamboat lines	7,030.12
Trans-oceanic steamship lines	8,720.00
Stage lines	188.22
Miscellaneous (Ferry lines)	6.25
Total	257,877.25
MILEAGE COVERED—IOWA	
Steam roads	10,071.14
Electric lines	232.66
Miscellaneous	.375
Total	10,304.165
CAPITAL STOCK—COMMON	
Number of shares authorized	400,000
Par value of one share	$ 100.00
Par value authorized	40,000,000.00
Par value outstanding	34,642,000.00
Par value held by respondent in treasury	
Par value not held by respondent	
Rate of dividend	7½%
Dividends declared during year	2,598,150.00
FUNDED DEBT—COLLATERAL TRUST BONDS	
None.	
MISCELLANEOUS FUNDED OBLIGATIONS	
None.	
COST OF REAL PROPERTY AND EQUIPMENT	
Land	$ 4,867,747.27
Buildings:	
Buildings and appurtenances on land owned	$ 7,485,709.07
Buildings and appurtenances on land not owned	2,317,841.61
Improvements to buildings not owned	248,681.07
Total buildings	$ 10,052,231.75
Equipment:	
Cars	$ 914,460.60
Horses	2,536,911.28
Automobiles	7,803,287.13
Wagons and sleighs	2,340,761.75
Harness equipment	442,449.64
Office furniture and equipment	2,996,842.55
Office safes	455,424.25
Trucks	1,731,490.55
Stable equipment	22,665.24
Garage equipment	140,435.10
Line equipment	526,258.75
Shop equipment	188,064.21
Miscellaneous equipment	891,528.41
Total equipment	$ 20,989,879.46
Total real property and equipment	$ 35,909,858.48
DEPRECIATION—BUILDINGS AND EQUIPMENT	
Buildings and appurtenances on land owned	$ 1,041,037.32
Buildings and appurtenances on land not owned	459,704.61
Improvements to buildings not owned	109,615.18
Total buildings	$ 1,610,357.11

AMERICAN RAILWAY EXPRESS COMPANY—Continued

Items Reported	American Railway Express
Equipment:	
Cars	$ 252,402.15
Horses	1,517,533.14
Automobiles	3,408,352.86
Wagons and sleighs	757,271.38
Harness equipment	229,441.34
Office furniture and equipment	1,143,819.54
Office safes	117,533.95
Trucks	774,333.97
Stable equipment	12,238.63
Garage equipment	49,620.97
Line equipment	195,357.41
Shop equipment	49,299.19
Miscellaneous equipment	7,709.41
Total equipment	$ 8,514,943.92
Total real property and equipment December 31, 1922	$ 10,125,301.03
INCOME ACCOUNT	
Operating Income:	
Charges for transportation	$ 291,349,315.09
Express privileges—Dr.	142,323,021.57
Revenue from transportation	$ 149,026,293.52
Revenue from operations other than transportation	3,476,877.16
Total operating revenues	$ 152,503,170.68
Operating expenses	149,142,021.17
Net operating revenue	$ 3,361,149.51
Uncollectible revenue from transportation	39,634.39
Express taxes	2,213,935.96
Operating income	$ 1,107,579.16
Other Income:	
Rent from real property and equipment used jointly	$ 131.70
Miscellaneous rent income	411,121.76
Income from funded securities	769,006.21
Income from unfunded securities and accounts	775,778.00
Total other income	$ 1,956,037.67
Gross income	$ 3,063,616.83
Deductions from gross income:	
Rent from real property and equipment used jointly	$ 762.70
Miscellaneous rents	12,039.52
Interest on unfunded debt	257,627.58
Miscellaneous income debits	19,467.54
Total deductions from gross income	$ 289,897.34
Net income	$ 2,773,719.49
Disposition of Net Income:	
Dividend appropriations of income	2,078,520.00
Income transferred to profit and loss	695,199.49
PROFIT AND LOSS ACCOUNT	
Debit Items:	
Dividend appropriations of surplus	$ 519,630.00
Miscellaneous debits	11,564.87
Credit balance carried to balance sheet	1,742,528.22
Total	$ 2,273,723.09
Credit Items:	
Credit balance at beginning of year	$ 1,518,239.88
Credit balance transferred from income	695,199.49
Profit on real property and equipment sold	22,572.08
Unrefundable overcharges	2,728.47
Miscellaneous credits	34,983.17
Total	$ 2,273,723.09

AMERICAN RAILWAY EXPRESS COMPANY—Continued

Items Reported	American Railway Express
OPERATING REVENUES	
Transportation:	
Express, domestic	$ 291,345,560.98
Miscellaneous	3,754.11
Total	$ 291,349,315.09
Express privileges—Dr.	142,323,021.57
Revenue from transportation	149,026,293.52
Operations other than transportation:	
Customs brokerage fees	$ 219,123.07
Order and commission	4,285.09
Rents of buildings and other property	317,788.70
C. O. D. checks	2,278,859.04
Profit on exchange and other financial revenue	5,714.07
Miscellaneous	651,107.19
Total other than transportation	$ 3,476,877.16
Total operating revenues	$ 152,503,170.68
OPERATING EXPENSES	
Maintenance	$ 7,862,477.33
Traffic	252,086.39
Transportation	130,589,054.56
General	10,438,402.89
Total operating expenses	$ 149,142,021.17
Ratio of operating expenses to operating revenues, per cent	97.80
TAXES AND ASSESSMENTS—ENTIRE LINE	
Total taxes—entire line	$ 2,213,935.96
Total taxes—Iowa	32,061.75
COMPARATIVE GENERAL BALANCE SHEET—ASSETS	
Investment:	
Real property and equipment	$ 35,909,858.48
Other investments:	
Bonds	6,946,685.03
Notes	9,910,000.00
United States certificates of indebtedness	3,659,500.00
Certificates of time deposits	387.96
Mortgages	90,070.59
Total investments December 31, 1922	$ 56,516,502.06
Total investments December 31, 1921	57,584,766.92
Decrease, 1922	1,068,264.86
Current Assets:	
Cash	$ 18,251,967.56
Special deposits	1,131.25
Loans and notes receivable	955,655.89
Traffic balances receivable	285,250.50
Net balances receivable from agents and messengers	9,901,139.37
Miscellaneous accounts receivable	4,465,810.10
Material and supplies	2,410,434.37
Interest, dividends, and rents receivable	252,886.04
Working fund advances	28,135.00
Other current assets	None
Total current assets December 31, 1922	$ 36,552,400.08
Total current assets December 31, 1921	35,735,954.65
Increase, 1922	816,445.43
Deferred Assets	None
Unadjusted debits:	
Rents and insurance premiums paid in advance	$ 270,171.73
Taxes paid in advance	89,281.58
Other unadjusted debits par value	1,323,912.32
Total unadjusted debits December 31, 1922	$ 1,683,365.63
Total unadjusted debits December 31, 1921	1,908,469.02
Decrease, 1922	225,103.39

AMERICAN RAILWAY EXPRESS COMPANY—Continued

Items Reported	American Railway Express
Grand Total Assets:	
Total December 31, 1922	$ 94,752,267.77
Total December 31, 1921	95,229,190.59
Decrease, 1922	476,922.82
COMPARATIVE GENERAL BALANCE SHEET—LIABILITIES	
Capital Stock:	
Common—unqualified	$ 33,048,000.00
Comomn—qualified	1,594,000.00
Total December 31, 1922	$ 34,642,000.00
Total December 31, 1921	34,642,000.00
Long Term Debt:	None
Current Liabilities:	
Traffic balances payable	$ 445,162.81
Audited accounts and wages unpaid	5,706,041.80
Miscellaneous accounts payable	2,320,700.97
Express privilege liabilities	17,407,868.14
Estimated tax liability	1,012,287.40
Other current liabilities	264,194.07
Total current liabilities December 31, 1922	$ 27,156,255.19
Total current liabilities December 31, 1921	27,969,758.46
Decrease, 1922	813,503.27
Deferred Liabilities:	
Other deferred liabilities	$ 1,823,516.31
Total deferred liabilities December 31, 1922	$ 1,823,516.31
Total deferred liabilities December 31, 1921	15,293.87
Increase, 1922	1,808,222.44
Unadjusted Credits:	
Operating and insurance reserves	$ 19,041,546.04
Accrued depreciation—buildings	1,610,357.11
Accrued depreciation—equipment	8,514,943.92
Other unadjusted credits	221,120.98
Total unadjusted credits December 31, 1922	$ 29,387,968.05
Total unadjusted credits December 31, 1921	31,083,898.38
Decrease, 1922	1,695,930.33
Corporate Surplus:	
Appropriated surplus	None
Profit and loss balance	$ 1,742,528.22
Total corporate surplus December 31, 1922	$ 1,742,528.22
Total corporate surplus December 31, 1921	1,518,239.88
Increase, 1922	224,288.34
Grand total liabilities December 31, 1922	$ 94,752,267.77
Grand total liabilities December 31, 1921	95,229,190.59
Decrease, 1922	476,922.82

EQUIPMENT OWNED	No.	Value
Cars	254	$ 661,998.45
Horses	14,236	1,019,378.14
Automobiles:		
Gasoline	2,595	2,519,255.37
Electric	1,114	1,771,028.89
Trailers	71	104,650.01
Wagons:		
Double	5,027	1,043,140.87
Single	7,594	456,866.27
Sleighs	2,851	81,264.60
Buggies	69	2,218.63
Harness equipment		213,008.20
Office furniture and equipment		1,852,023.01
Office safes	15,206	337,890.32
Trucks	59,059	957,156.58
Stable equipment		10,426.61
Garage equipment		90,814.13

AMERICAN RAILWAY EXPRESS COMPANY—Continued

Items Reported		American Railway Express
Line Equipment:		
Safes, car	2,040	198,752.24
Safes, messengers	14,356	35,357.60
Trunks, packing	29,297	44,287.88
Other line equipment	7,835	52,803.53
Shop equipment		138,795.02
Miscellaneous equipment		883,819.00
Total equipment value December 31, 1922		$ 12,474,935.54
Total equipment value December 31, 1921		12,893,407.86
Decrease 1922		$ 418,472.32
Number of express offices in United States December 31, 1922:		
Joint with railroads		22,514
All others		3,778
Total		26,292
Number of offices in United States at which money orders were on sale at close of year		None

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